

tional pursuits are neglected because the bulk child is ashamed to acknowledge that his father is or was a brickmason."

In North Carolina, however, colored leadership is grappling with these problems. Already, colored members have been appointed on the State hospital and recreation commissions. Plans are more than under way for the erection of a five million dollar hospital which will serve as a medical rehabilitation center for soldiers of both races suffering war-occupational diseases.

The State's governor, R. Gregg Cherry (Dem.), who found himself embarrassed after making a speech at N.C. College for Colored People during which his audience shuffled and squirmed at his abortion of "Negro" into "nigra," came back again and (with tutelage) declared:

"I am glad to be able to return and apologize for my failure to pronounce correctly the word 'Negro.' I am in school, too—still learning."

N.C. Governor Liberal

And he went on to ally himself with Georgia's Governor Arnall by asserting that the colored American must have better economic opportunities in the post-war world. 8-25-45

Dr. Spaulding, who in his seventieth year still keeps abreast of current world events as well as racial ups and downs, was recently asked by President Truman to take a Federal appointment to a high State Department position in Liberia. Dr. Spaulding declined the offer only in deference to his age and set position as head of North Carolina Mutual.

His refusal was in defiance of a stated White House desire to have a "successful Southern business man" fill the position, which must certainly place him in a likely position to speak of the South's "attitude," "preparations" and "advances" toward successful rehabilitation of World War II veterans.

Dining Car Workers Fired For Journal and Guide, Norfolk, Virginia Protesting Bias To Passengers

KANSAS CITY, Mo. — Rock Island railroad dining car employees affiliated with the CIO United Transport Service Employees Union, today prepared for an all-out fight in behalf of six CIO members who have been discharged by the company following a controversy involving the segregated serving of Negroes on dining cars in the South. 11-27-45

The case revolves around two Negro sailors enroute from Kansas City to Houston, Texas. According to a report of the case, the sailors went into the dining car and proceeded to the segregated section which maintained the usual drawn curtains. On entering this section of the car, the two sailors found a white couple occupying one of the tables. Whereupon, the steward informed the sailors that they would have to wait until the white couple finished their meal before they could be seated at any of the other six seats in the segregated section. 11-27-45

ASKS FOR WATER

It is reported that one of the sailors asked for a glass of water. The white couple objected to the sailor drinking the water in the dining car and immediately gave vent to their feelings which had been hurt by this slight act of equal accommodations. This started a spirited commotion in the car. Other white diners joined in, for and against the hungry Negro sailors. Midst yells of "throw 'em out" and "serve the guys," the waiters adjourned to the kitchen and stopped serving any one until order had been returned to the car. The two sailors left the car. Later, one was served and the other refused to return to the dining car.

Arriving in Houston, the train was met by the city police at the request of the steward. They boarded the dining car and told the waiters, "We are here to protect the passengers." On returning to Kansas City, the home terminal, the steward charged the waiters with insubordination and a "kangaroo court" was quickly set up to try the men before Dining Car Superintendent E. D. Wickam.

INVADDED MEETING

UTSEA-CIO representatives Cecil L. Patrick and Edward K. Welsh, hearing of the illegal trial procedure being instituted against the men, invaded the meeting and insisted that the employees involved be tried according to rules and regulations governing such cases under the procedure of the union contract. Following this attempted illegal trial, the six employees were withdrawn from service and the official trial date was set for Nov. 23 at Houston, Texas.

Setting Houston as the place for the trial brought charges from UTSEA-CIO representative Cecil Patrick that the company was seeking to prejudice the case by carrying its hearing into the deep South. Ordinarily the case would have been tried at the home terminal which is Kansas City, Patrick said.

\$1,000 Settlement Washington, D.C. Tribune For R. R. Jimcrow

The suit of Mrs. Yolanda Barnett Wilkerson against the Texas and Pacific Railroad Company for her exclusion from the dining car of the Sunshine Special while she was en route from St. Louis, Mo., to Dallas, Texas, in February, 1944, was settled out of court in New York City last week for \$1,000.

Mrs. Wilkerson is the wife of Doxey Wilkerson, former Howard University professor and official of the Communist party. She is also interracial secretary of the YWCA National Student Council.

Following the settlement of the suit Mrs. Wilkerson said: "It is with genuine reluctance, and only upon the strong insistence of legal counsel, that I accept the monetary 'settlement' of my suit against the 'Texas and Pacific Railroad. My whole purpose in this case, and that of the YWCA which backed me at every turn, was to establish a legal precedent against racial discrimination in interstate transportation. Expenses to date exceed the amount of settlement."

Expressing regret that the circumstances of her particular case did not "warrant pressing it to trial", she said that the issue involved would be raised and fought "over and over again until the right of Negro citizens to travel with dignity on southern railroads is the unchallenged law and practice of our nation."

White Woman Passes For Colored The Informer Court Reverses Ruling On Diner

CHICAGO — (ANP) — When a colored person passes for white, that's not news; but when a white person passes for colored, that's something else.

This unusual incident is described in the New Vistas Magazine for December. A white woman, traveling in the south, found it to her advantage to ride in a jimcrow car and pretend to be colored. Her experiences with the colored passengers and white conductors are both revealing and amusing.

Baltimore, Dec. 23 — A three-judge federal court, Dec. 17 held that the Southern Railway's regulations on the treatment of Negroes in their dining cars are inadequate, thus reversing a previous decision by the Interstate Commerce Commission.

The suit involved alleged discrimination against Elmer W. Henderson, Baltimore Negro, who asserted he had been denied space in a dining car of the railway. The ICC had ruled that the railway was guilty of discrimination, but dismissed the complaint on the grounds that the discrimination was the result of "bad judgment of an employee."

The federal court, however, ruled that the railway's regulations are inadequate because they fail to provide tables reserved exclusively for Negroes. The opinion was written by Judge William C. Coleman and concurred in by Judge Morris A. Soper and W. Calvin Chesnut. 11-27-45

Henderson, who is regional director of the Fair Employment Practice Commission, asserted that he was refused space in a diner while traveling from Washington to Atlanta, Ga., in May, 1942.

He said that although the railway had reserved two tables from the others by a curtain, he was not admitted to the diner because the tables were occupied at that time by white persons. It had been the railway's practice, he asserted, to use the tables for serving white when the remaining tables were occupied and no Negroes asked to be served.

Henderson declined an offer, he said, to be served in his Pullman seat.

The case was remanded to the ICC for further action.

Driver Attacks Afro-American GI With Hatchet

COLUMBIA, S.C. (ANP)—Maj. Larry E. Gaines, provost marshal at Fort Jackson, confirmed the arrest on Nov. 12 of a colored soldier, identified as Isaiah Mack, rank not given, on charges of resisting arrest. 11-27-45

Mack was being held in city jail pending an Army investigation of charges that he was assaulted by a bus driver with a hatchet.

After Mack boarded a city bus to return to the fort, an Army officer who was a passenger at the time, said the driver told him to get off after Mack paid his fare and entered by the rear door.

Unwarranted Attack

Mack is said to have asked why the unusual procedure, and when he insisted upon an explanation, the driver retrieved the hatchet from under his seat, struck the soldier, and followed him outside where the officer stepped between them. 11-27-45

The officer said the driver's statement that Mack advanced on him with a knife was false. Police officers failed to locate such a knife.

Jim Crow Paid \$1000



MRS. DOXEY WILKERSON of New York City, whose suit against the Texas and Pacific Railroad Company charging dining car discrimination brought a \$1000 damage settlement out of court, last week. The case set a legal precedent in establishing the right to sue a Southern railroad in the courts of Northern States where the railroad does business but does not operate.

Curtains or Separate Cars Ordered

Segregated Traveling Code Is Tightened in Alabama

MONTGOMERY, Ala.—(ANP)—White and Negro railroad passengers will be separated in Alabama in the future, either by drawn curtains or by separate coaches. The Alabama Public Service Commission issued that order here Saturday, but said that it does not apply to members of the Armed Forces in uniform and traveling on official business.

The APSC order, resulting from an alleged probe from complaints of "non-segregation in Alabama," cited the State's jim-crow traveling code, which requires:

1. "Separate accommodations for white and Negro races either in different cars or by partitions.
2. "Conductors to assign each passenger to the car or division of the car designated for respective races."

The last point is not applicable to Negro or whites "entering this State upon railroads under contracts for their transportation made in another State where the laws to this do not prevail." The commission said that "such persons shall not be required to be moved, but partitions must be in place and curtains drawn at all times."

EVERYTHING SEPARATE

On day coaches, there will be separate cars for white and Negro passengers or at least one car on each train with separate compartments divided by "permanent" partitions. Separate toilet and wash-room facilities must be provided for each race.

Dining and club cars curtains which permit the dining room to be divided into separate compartments must be drawn before each meal and tables for Negro passengers must be marked "reserved." On request, colored passengers may have meals served in the space they occupy in Pullmans or coaches without additional charge.

Other types, including Pullman, observation and club cars—"wherever possible," at least one car on each train shall provide rooms, roomettes, bedrooms, compartments or drawing rooms to be assigned to Negroes upon request if available.

HEARING DEC. 17

Those asking berths or seat space shall be assigned to such enclosed accommodations, if available at regular rates.

If rooms or other closed accommodations are not available, Negroes can be given space, "in which case the partitions must be in place and curtains drawn at all times."

The commission directed that a copy of the order be posted "in a conspicuous place" in each car on every train.

A hearing will be held in Montgomery Dec 17 for railroads desiring it," the APSC added.

Negro Red Cross Nurse Thrown Off Southern Train at 2:30 A.M.

By EUGENE GORDON

Daily Worker

A swearing, tobacco-chewing conductor and three MPs forced a slender 115-pound Red Cross club director, on Nov. 27, to take her bags and leave her train at 2:30 a. m. at a crossroads Arkansas town.

Miss Odette Harper, recipient of this "Southern hospitality," has returned to America just 10 days earlier from a year's service in France, Germany and Italy. She was enroute on a Missouri Pacific train to New York from a visit in Louisiana.

"I was sitting surrounded by soldiers in the Jimcrow day coach," Miss Harper said yesterday. She lives at 455 E. 187 St., in the family home in which her grandmother, her mother and she herself were born. "One of the soldiers had told me a colored nurse lieutenant had invited me to visit with her in her Pullman compartment."

Miss Harper hadn't accepted the invitation, because she was reluctant to pick her way through two long day coaches filled with white Southerners. She went, however, when the Pullman porter some time later came directly from the nurse, a Lt. Martin.

The short visit was pleasant — including the trek through the white coaches. The two cars were packed with white soldiers, who kidded Miss Harper as servicemen are accustomed to do with Red Cross workers.

"They were just a bunch of nice, pleasant kids anxious to get home," she said. "They asked me how about their allotments and what I could do about getting them out of the army quick."

The door to her Jimcrow car was locked when she got back and the conductor, who was waiting for her, said he locked it to "keep you god-

dam n . . . rs in your own coach." He called her a "yellow bastard"—she is of light-brown complexion—and ordered her to bring him her ticket.

He had already punched her ticket, so, saying nothing, she returned to her seat. The conductor awakened her some time later and demanded her ticket. He left hastily when her soldier seat mates called him on his profanity. He warned she would be a long time reaching New York.

He came back with three white MPs when the train stopped at Newport, Ark., at 2:30 in the morning. The MPs, who have no authority to arrest civilians, brandished their clubs and reached for their pistols when the soldiers protested that if they took her they would have to take them too.

She was marched with her luggage to a storefront "city hall." "They didn't question me," she said. "They completely ignored me. They asked the MPs if 'this wench' was drunk. At another time they asked if 'this bitch' had tried to resist."

She was released on bail at 4:30 a. m., an official taking \$25 from her purse. She waited in the Jimcrow section of the railroad station until the "trial" at 10 a. m.

There her money was returned and the charges of "drunkenness" and "disorderly conduct" dropped. But she has not dropped the case. Her attorney, Harry G. Bragg, has filed suit against the Missouri Pacific Railroad.

The Red cross so far has done nothing in this case.



ODETTE HARPER

White Man Fined Under J C Statute

RICHMOND.—While two colored persons, accused of violating the segregation law on a streetcar, were dismissed last Monday in police court by Justice Carleton E. Jewett, a white man facing a similar charge was fined \$5 and costs and noted an appeal to Hustings Court.

This is the first case on record as far as is known, of any white persons being arrested for violating Virginia's segregation law and followed by a week an AFRO article citing the fact that white persons were exempt from provisions of the jim-crow law.

Norton Street Matron
The colored persons hailed into

court for refusing to move to the rear of a street car were Mrs. Virginia Street, 29, of 817 Norton St., and Willie Merritt, 49, of 814½ N. 27th St., both being acquitted when they appeared in police court.

The white man, John T. Clark, 59, of 3224 Stewart Ave., fined by Justice Jewett on charges of refusing to move from a rear to a front seat of a street car when ordered to do so by Capt. J. V. Ryan of the Richmond police department, appealed.

Refused to Move to Front

Captain Ryan testified that Clark, a native of Illinois, boarded a Belmont car at 10th and Main Sts., the front of the car being crowded with white persons, pushed through the crowd and sat down in a single rear seat.

No colored passengers were standing, Captain Ryan said, and he asked Clark three times in succession not to sit in a rear seat and arrested him when he refused to move.

Clark said the officer did not tell him why he should move and he did not know that it was his prerogative to get a colored passenger to move to a rear seat.

The former Illinois man added that it was not customary for him to ride street cars.

Racial Segregation Failure Is Charged

Birmingham, Alabama
MONTGOMERY, Ala., Sept. 12 — (P)—Chairman Gordon Persons, of the State Public Service Commission, said today he had received complaints of what he termed "non-segregation of Negro and white passengers" on trains in Alabama, and called on 15 railroads for statements of "official policy" regarding "the handling of Negro passengers."

Persons said his action resulted from a complaint from a Mobile business man that on one occasion recently Negroes rode the same Pullman car with him and other white passengers on a trip to Birmingham.

The commission chairman quoted the man, whom he identified as W. H. Jernigan, manager of the Merchants Credit Association, as saying that in the car, "which was occupied primarily by white people, there were six or more colored passengers . . . having tables set up for playing cards, and having the porter bring them cracked ice for drinks, etc."

Jernigan's letter asserted further, Persons related, that the Negroes "were up and around about the car, used the same toilet facilities with the whites."

A copy of the Mobile man's letter went to Gov. Sparks, but the governor's office said merely that the commission was handling the matter and that there was no comment.

Persons' letter to the railroad companies asked them to "advise us of your official policy in connection with the handling of Negro passengers in (a) coaches, and (b) Pullman cars," and requested copies of any instructions given to conductors.

Railroads Insist Ala. Demands They Will Keep Pullman Segregated

Montgomery, Ala. Advertiser
Tell Persons Alabama Segregation Statute Is Observed

Chairman Gordon Persons of the Public Service Commission said yesterday he had received assurance from representatives of railroads operating in Alabama that racial segregation was the policy on their trains.

Mr. Persons said he had received letters from seven railroads and a law firm representing the Pullman Company in reply to his request last week for statements of "official policy" on handling of negro passengers.

The commission chairman's inquiry followed receipt of a complaint from a Mobile, Ala., business man that white passengers shared a Pullman car with negroes during a trip from Mobile to Birmingham.

Mr. Persons said the complaint identified the railroad as the Louisville and Nashville and that he had been advised by the railroad that it was investigating. A similar communication was received, he added, from J. M. Williams, Jr., Montgomery attorney representing the Pullman Company.

The G. M. and O.; Alabama, Tennessee and Northern; Atlanta, Birmingham and Coast; and Tennessee, Alabama and Georgia advised him, the State official said, that they provided equal but separate accommodations for white and negro passengers, and the Frisco said its policy was to "comply with the law."

Alabama statute requires "equal but separate" facilities.

Mr. Persons said the Illinois Central had acknowledged receipt of his letter and that it was being turned over to the superintendent of the Mississippi division which handles traffic in Alabama.

The chairman disclosed he had received additional complaints of alleged non-separation of races, and said those and "any others" which the commission received would be investigated.

Alabama

MONTGOMERY, Ala. — (ALA)

A request for travel policy as regards Negro and white passengers in coach and Pullman cars has been made to 15 railroads by Chairman Gordon Persons of the state public service commission following a Jim Crow complaint of W. H. Jernigan of Mobile, manager of the Merchant Credit association. Jernigan in a letter to the commission said that Negroes and whites were not segregated in a Pullman in which he recently rode, enjoyed the same facilities and had full use of other services.

"In the car," Jernigan's letter said, "occupied primarily by white people, there were six or more colored passengers, having tables set up for playing cards, and having the porter bring them cracked ice for drinks." His letter complained further that they were up and around the car and were using the same toilet facilities as the white passengers."

SPSC Chairman Persons said that he had written the heads of the 15 railroads operating in Alabama for a statement of official policy, and reminding them of Alabama's Jim Crow laws.

Delegation Hits Jimcrow Rules

Atlanta Daily World
MONTGOMERY, Ala., — (SNS)—A 14-person protest delegation was on hand here Dec. 17 to oppose the Jim Crow regulations recently ordered for the 17 railroads operating in Alabama, but the hearing was postponed until Jan. 14.

Negroes Get Full Service On Railroad

The Montgomery Advertiser
Trains Get Regulations Requiring Separation To Preserve Customs Complaint Wide

One More Hearing Set Before Rule Becomes Effective On January 1

By GROVER C. HALL, JR.
The Alabama Public Service Commission has issued an elaborate new order—Rule T-18—to railroad companies describing and prescribing the manner in which the segregation of white and colored passengers shall be maintained.

Rule T-18, generally, orders railroads to make systematic and uniform use of partitions and curtains in Pullmans and dining cars in such fashion as to insure segregation without depriving colored passengers of "equal" accommodations.

T-18 will affect travel only within Alabama borders.

It becomes effective Jan. 1. A hearing before the commission will be held Dec. 17 at which the railroad companies or anyone else may be heard.

T-18 was mailed to the railroads yesterday. It was signed by the three members of the commission—Gordon Persons, president; Clint Harrison and Perdue, associate commissioners.

President Persons said that the order was drawn upon a basis of Alabama law, and that the action stemmed from numerous and repeated complaints from Alabamians.

The order directs that the conductor shall be responsible for enforcement of its provisions, that the carriers shall acquaint all railroad personnel with its requirements and that the order "shall be posted in a conspicuous place in each car on every train."

T-18 begins by quoting this section of Alabama law:

"All railroads carrying passengers in this State . . . shall provide equal but separate accommodations for the white and colored

races, by providing two or more passenger cars for each passenger train, or by dividing the . . . cars by partitions. . ."

The order sets forth: "DAY COACHES—Every train carrying day coach passengers shall provide separate cars for the . . . races, or carry at least one car on each train with separate compartments, separated by permanent partitions, and separate toilet and washroom facilities shall be provided. . ."

"DINING AND CLUB CARS—All dining and club cars must be equipped with curtains which permit the dining room to be divided into separate compartments. . ."

"(2) Before starting each meal, the curtains must be pulled to service position, and the steward must place a 'reserved' card on each of the tables reserved for colored passengers. . ."

"(3) White and colored passengers must not be served in dining or club cars at the same time, except in cases where the curtains have been properly pulled to service position. . ."

"(4) On request, colored passengers may have meals served in the space they occupy in Pullmans or coaches without addition charge. . ."

"(5) . . . Where colored nurses are traveling with white families in which there are one or more small children, colored nurses may be seated at the table with such children to assist in feeding them and the meal for the colored nurse may be served at the same time. In such cases, no person other than the members of the family group to which the nurse is attached should be seated at the same table. . ."

"ALL OTHER TYPE CARS, INCLUDING PULLMAN, OBSERVATION AND PARLOR CARS—Wherever possible, every train providing Pullman, observation, parlor and other such type car service should carry at least one car providing accommodations variously known as 'rooms,' 'roomettes,' 'bedrooms,' 'compartments' or 'drawing rooms.' . ."

"(2) In each case where a colored person requests room or other types of enclosed accommodations, such accommodations shall be assigned, if available, at the regular tariff rate for such space. . ."

"(3) Colored persons requesting berth (upper or lower) or seat space, shall be assigned to berths or seats, in rooms, roomettes, bedrooms, compartments, drawing rooms, or other types of available enclosed accommodations, if available, at the regular tariff rate for night service or seat rate for day service. . ."

"(4) If space in rooms or other enclosed accommodations is not available, colored people shall be

assigned berth or seat spaces in the open portion of the car, in which the partitions must be in place and curtains drawn at all times. 12-2-45

"(5) Persons of the white and colored races must not be assigned to spaces in the same section.

"(6) When persons of the colored races enter Alabama on tickets purchased in States which do not have like segregation statutes and occupy berth or seat spaces in any type of car, such persons shall not be required to be moved, but partitions must be in place and curtains drawn at all times."

The order provides an exception: 12-2-45

"This order shall not apply to members of the armed forces of the United States in uniform and traveling on official business."

In response to a question about the nature of the complaints about the system as it has existed, President Persons prof-fered a file of letters. One, from a Hale County woman, was picked at random. Excerpts:

"I was in St. Louis . . . and was shocked to find several negro women and one negro man oc-cupying Pullman space with the white people. 12-2-45

St. Louis has segregation laws and I visit there frequently and I do not know of a city where these seg-regation laws are better en-forced than in St. Louis. So what is wrong with Alabama? It is your duty to get this matter straightened out . . . regardless of cost and inconvenience."

EXTENSION SEEN IN SEGREGATION

The Birmingham Age-Herald

COLUMBUS, Ga., Dec. 4.—(P)—A member of the Alabama Public Service Commission predicted to-day that the South's segregation laws would exist thousands of years. 12-2-45

Gordon Persons, addressing the Kiwanis Club, said:

"A law segregating white and Negro passengers has been on the statute books in Alabama for 40 or 50 years—and if I know my South, it will probably be there 5,000 more years."

He explained that one of the most recent actions of the Alabama commission was to enforce a legisla-tive act requiring segregation of Negro and white passengers on trains entering the state.

He said the Alabama commission has ruled that Negroes riding in day coaches shall be separated from whites by partitions or be placed in separate coaches.

In diners, he said, they shall be served either at different times or in curtained-off sections, with the lone exception of a Negro nurse traveling with a small child.

Persons said that railroad com-

panies had been requested to sell closed compartment tickets to Ne-gro travelers whenever possible and that in any event when the Alabama state line is crossed the curtains in Pullman cars must be drawn. 12-2-45

Alabama Tories

The Daily Worker New York, N.Y.

Order Drive to Bolster Jimcrow

MONTGOMERY, Ala., Dec. 2 (UP).—Rigid enforce-ment of Alabama's "Jimcrow" law was ordered last night by the Alabama Public Service Commission. Fifteen rail-

road companies were instructed to post in each car on passenger trains

copies of the Alabama laws, or reg-ulations embodying the laws, which call for segregation of white and Negro passengers.

The order, which becomes effec-tive Jan. 1, followed a series of com-plaints charging the railroads with non-segregation of white and Negro passengers. State law requires that white and Negro passengers have equal but separate accommodations.

The railroads were given an option of posting a set of regulations rather than copies of the state laws. How-ever, in event they choose to post regulations, they must make the following provisions: 12-3-45

1—Day coaches—separate cars for the white and Negro races or at least one car on each train with permanent partitions and separate toilet and washroom facilities.

2—Dining cars—must be equipped with curtains for dividing the din-ing room into separate compart-ments. These curtains must be in place when serving both white and Negro passengers. —Negro nurses traveling with white families may be seated at the table with children.

3—Pullman, observation and par-lor cars — enclosed accommodations such as rooms, roomettes and com-partments may be assigned to Ne-gro passengers but in a section separated by partitions. White and Negro passengers may not be as-signed to spaces in the same section.

Responsibility for assignment of passengers to proper cars was placed on conductors. 12-3-45

Ala. Tightens Travel Bias; Orders Curtains Separate Cars

The Afro American
Baltimore, Md. 12-15-45

MONTGOMERY, Ala. (ANP)— White and colored railroad pas-sengers will be separated in Ala-bama in the future either by drawn curtains or by separate coaches.

The Alabama Public Service Commission issued that order here last week, but said that it does not apply to members of the armed forces in uniform and traveling on official business.

The code states that conductors are to assign each passenger to the car or division of the car de-signed for respective groups, but does not refer to passengers from "free" states.

"Reserved" Seats in Diner

As for dining car service, the room is to be divided into sep-arated compartments, and tables for colored passengers marked re-served. On request, colored pas-sengers may have meals served in their seats without extra charge. 12-15-45

Where colored nurses are trav-eling with white families in which there are one or more small chil-dren, the nurses may sit at the table to assist in feeding the chil-dren, and may be served at the same time.

In such cases, no person other than members of the family group should be seated at the same table.

Public Hearing Dec. 17
The new regulations become ef-fective Dec. 17 at a hearing be-fore the commission at which time railroad companies or any-one else may be heard.

The commissioner stated that the new code, a copy of which is to be posted "in a conspicuous

place" in each car on every train, Pullmans—Railroad companies came as a result of many letters have been requested to sell closed compartment tickets to Negro travelers whenever possible and that whenever the Alabama state line is crossed curtains in Pullman cars must be drawn.

One such letter from a white woman stated:

"Shocked" at Non-Segregation
"I was in St. Louis and was shocked to find Negroes occupying the same Pullman space with white people. I visit St. Louis fre-quently and do not know of a city where the segregation laws are better enforced than there.

"What is wrong with Alabama? It is your duty to get this matter straightened out regardless of cost and inconvenience."

Segregation Hearing
Postponement Possible
MONTGOMERY, Ala., Dec. 15—

(AP)—A hearing scheduled for Mon-day on the Alabama Public Ser-vice Commission's order directing railroads to enforce racial segre-gation may be postponed.

Commission Chairman Gordon Persons said today a representa-tive of the Alabama Railroad Asso-ciation "indicated" the carriers might ask a continuance, and said it "probably" would be granted "if they show sufficient grounds."

Persons said the railroad repre-sentative told him the lines had not had sufficient time to prepare their case. 12-16-45

The order, issued Dec. 1 directed railroads operating in Alabama to segregate Negroes and whites by partitions and curtains if separate cars were not available.

Alabaman Explains Segregation Laws

COLUMBUS, Ga., Dec. 5.—(P) Gordon Persons, of the Alabama Public Service Commission, looks for segregation laws to be in ef-fect in the south for a long time.

Speaking before the Kiwanis Club here Tuesday he said:

"A law segregating white and Negro passengers has been on the statute books in Alabama for 40 or 50 years—and if I know my south, it probably will be there 5,000 more years." Ha

He said the Alabama commis-sion was enforcing a legislative act segregating Negro and white passengers on trains entering the state in these ways:

Day coaches—Negroes shall be separated from whites by parti-tions or be placed in separate coaches. 12-6-45

Diners—They shall be served whether at different times or in curtained-off sections with the ex-ception of a Negro nurse traveling with a small child.

Fight Alabama Train Jimcrow

BIRMINGHAM, Ala., Dec. 20.—A "Committee for the Equalization of Transportation Facilities" has been organized here to protest the Ala-bama Public Service Commission's recent order tightening the jimcrow travel code.

The Commission order cited the state's jimcrow traveling code re-quiring "separate accommodations for white and Negro races either in different cars or by partitions" and that conductors "assign each passenger to the car or division of the car designed for respective races." new York

The Committee for Transportation Equalization includes the Rev. J. L. Ware, pastor, Trinity Baptist Church; Louis E. Burnham, South-ern Negro Youth Congress; Kenneth Kennedy, chairman of a veterans group, and Hosea Hudson, CIO steel workers union, all of Birmingham, in addition to Dr. D. V. Jemison, president, National Baptist Conven-tion, Selma, Ala., and John Le-Flore, Mobile, NAACP.

Segregation Hearing Postponement Possible

MONTGOMERY, Ala., Dec. 15—(AP)—A hearing scheduled for Mon-day on the Alabama Public Ser-vice Commission's order directing railroads to enforce racial segre-gation may be postponed.

Commission Chairman Gordon Persons said today a representa-tive of the Alabama Railroad Asso-ciation "indicated" the carriers might ask a continuance, and said it "probably" would be granted "if they show sufficient grounds."

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40-1945

Cabbie Who "Ran Out of Gas" Suspended 15 Days

4-7-45
A 15-day suspension of operating license was the penalty against Samuel W. Murray, white driver of the Diamond Cab Company, last week, for discriminatory treatment of Misses Corinne Robinson and Beatrice Gravenburg.

In their complaint filed with the board of revocation and review of the Public Utilities Commission by the Washington NAACP branch, the young women charged that they had entered Murray's cab at the Union Station, giving a northwest destination.

Murray drove as far as the Post Office Building, one block from the station, and stated that he had run out of gas and could take them no further. When the couple left the cab, he immediately accepted white passengers and drove off.

4-7-45
Dr. Leon A. Ransom of the NAACP legal committee said this week that the co-operation of the public is essential in clearing discriminatory practices on the part of taxidivers in Washington. He asked that all such incidents be reported with full details to the NAACP office.

D.C.

ganize the workers into United Federal Workers of America, CIO union, before the practice of jimcrow in one corner could be broken up.

Manuscript Claims OPA Specialist

"Toms" on Cafeteria Jim Crow

The Washington Tribune (Wash. D.C.)
According to Manuscript, a Washington newsletter, which features the writings of the Washington Tribune's White House correspondent, Harry S. McAlpin, Frances Williams, Negro specialist at OPA, attempted to placate the militance of two OPA workers, who refused to recognize the jim crow cafeteria at the Bureau of Internal Revenue.

8-18-45
The behind the scenes maneuvering saw Miss Williams, reportedly, tell the girls the futility of trying to "change things over night," reinforced by a recital of her own adjustment to jimcrow laws and customs in the South.

8-18-45
However, Rexford Parmalee, white director of the division in which the girls worked, broke in saying that he was not interested in having his two best girls submit to jimcrow.

The problem of jimcrow in Government building cafeterias, thought by many to have been solved in all but the National Airport located in Virginia, is still a live issue in Washington.

The experience of two Negro employees of the OPA in the cafeteria of the Bureau of Internal Revenue (part of the Treasury Department), led to an investigation which reveals that separate white and Negro cafeterias are maintained also in the Post Office Department and in the Government Printing Office.

3 Months Delay

Last March, two Negro girls were selected by the Finance Division of the OPA to work on a special project at the Bureau of Internal Revenue, under OPA supervision. They were two of a team of four assigned to the work. While the two white girls immediately started work on the project, it was not until 3 months later) that the Negroes were finally sent on the project. In the meantime, the work was allowed to pile up. Resistance at the Bu-

CIO Steps In

The first step in this direction was taken several years ago by Secretary of Interior Harold Ickes, who abolished all jimcrow and discrimination in the cafeteria of the Department of Interior. In quick succession, the practice was discontinued at the Labor Department, the Commerce Department, etc. One of the last to capitulate was the Department of Justice, where the then Attorney General Francis Biddle said he was not aware of the existence of separate cafeterias for white and Negroes until the matter was brought to his attention in a protest.

Jimcrow Still Alive In D.C. Government Units

8-18-45
By HARRY McALPIN
WASHINGTON, D. C.—NNPA)—The problem of jimcrow in government building cafeterias, thought by many to have been solved in all but the National Airport located in Virginia, is still a live issue in Washington. NNPA learned last week
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One of the hardest to "crack" was the Bureau of Engraving and Printing, also under the Treasury Department. There, where the majority of the Negro workers are women, it was necessary to or-

Vet Balks At Jim Crow Diner, Fired By Railroad

By HARRY McALPIN

WASHINGTON, D. C.—(NNPA)

An honorably discharged veteran of World War II, sharing the same views with which many of the boys will return after facing death in the interest of world freedom, was discharged as a dining car waiter last week by the Atlantic Coast Line Railroad for refusing to jim crow a Negro woman on a trip from Washington to Florida.

The case is probably the forerunner of many similar ones which will occur when the boys return from the foxholes in Europe and the Pacific. The waiter is Harry L. Thomas, of Washington.

Sharing Thomas' fate are three other waiters and a cook who have been given releases by the railroad because they refused to go out on a "run" unless Thomas was sent out too. They are Ernest A. McRae, Charlie Holman, J. C. Crockett and E. L. Peterson.

Refuses To Draw "Jim Crow" Curtain

The incident happened Thursday a week ago on a trip from Washington to Ocala, Fla. The woman passenger, riding first class in a Pullman, came into the diner for service. The steward, K. F. Jones, of Columbia, Ga., (white) ordered Thomas, the No. 1 waiter, to draw the "jim crow curtain" around her, after moving two white passengers from her table. Two other white passengers, sitting across the aisle refused to move and said they were "perfectly comfortable."

When Thomas refused to draw the curtain on the ground the passenger was riding first-class and was entitled to first-class service, the steward threatened to put him off the train at Richmond, Va. The other three waiters and Peterson, the cook, informed the steward they would get off too if Thomas was ejected. The steward changed his mind temporarily.

At the end of the run, in Florida, he threatened to fire the entire crew, but again relented. The train returned to Washington on Saturday.

Crew Refuses To Go On Run

Sunday morning, when the crew reported for duty, Thomas was told by the assistant superintendent, Charles Burton, that his services were no longer needed. The other members of the crew were called for their "run," but refused to go until Thomas was sent out also.

When Thomas produced his honorable discharge papers, the railroad officials decided he could make the trip—but then said the other men could not go because

they had "quit." Thomas then refused to go without the men who had stood by him. Now, the railroad officials say Thomas has "quit."

Thomas worked on the road for a year and a half before being inducted into the army. He has been back on the road for four months.

The case is now in the hands of Local 459 of the Joint Council of Dining Car Waiters, AFL, who have a contract with the railroad covering dining car employees. The N.A.A.C.P. has offered its services to the union should they be needed.

Yellow Cab Driver Jim Crows Chief Justice of Liberia

WASHINGTON—"I had no sooner stepped onto American soil than I realized that because of my color I couldn't get a taxicab," disclosed Chief Justice Louis A. Grimes, of the Supreme Court of Liberia, last week in discussing his crossing from Lisbon and his subsequent brush with discrimination in Philadelphia.

Justice Grimes, who recently arrived incognito aboard a Portuguese cargo boat said:

"I came over on the cargo boat because I was hurrying to catch a particular eye specialist here before he went on vacation, and also because I had been told that the voyage would be good for me. It took us 13 days to make the crossing. There were no other passengers. The captain and the crew, few of whom could speak English, were very cordial."

"We docked at Philadelphia, I was quickly cleared through customs. The first mate and an American custom official escorted me ashore. I had no sooner stepped on shore than I found I could not get a taxicab because of my color."

The jurist, formerly an attorney general and later during the admin-

D.C.

istration of former President Edwin Barclay, Secretary of State, then explained his difficulties is securing hotel accommodations in Philadelphia and later a haircut. An acquaintance at Freedmen's hospital, he said, saved him embarrassment when he came to Washington where he is living at Carver hall, dormitory for Negro male war workers. Of course, he had been traveling incognito and had not advised the American State department of his arrival until some eight days after, he said.

Last week he visited the U. S. Supreme court building in company with Hilyard Robinson, architect, and registered quite favorably. He hopes to see Howard university before leaving Washington, and plans to visit New York City before returning to Liberia.

Florida East Coast 'Squeezes-In' Negroes

Miami Whip
Following up complaints that the Florida East Coast Railroad was not providing adequate transportation accommodations for Negro passengers, it was found that Negro passengers suffer several discourtesies at the passenger station in Miami.

Negroes, seeking tickets at the depot window over the week end, were left behind because the 'man in the window' refused to sell them tickets in time to catch the train. All white passengers were able to secure tickets in time for the train.

Negroes are ignored, many of whom have been standing at the window a half hour before train departure. As soon as all the white passengers are loaded the ticket or passenger agent signals for the train to leave, while Negroes who have been standing at the window up to an hour try to secure tickets from a disconcerted window agent.

A complaint that space on FECR crack trains assemblahz given ue crack trains assesible to Negro passengers is limited to less than a half coach prompted an investigation that revealed that oftentimes white passengers have coaches practically empty while Negroes are crowded in the aisles, corridors and sitting on bags on the floor.

Whenever the white coaches become filled, new ones are attached along the road to make ample room for additional passengers. But no matter how many Negroes aboard the trains, they are squeezed in this little twelve seat compartment. In many instances seven to eight Negroes are assigned to the same seat at the respective stations along the road from Miami to Jacksonville, and visa versa. Negro service men using this train are subjected to the same type of accommodation, with no provision made for additional

passengers. 7-14-45 a here is nothing that foreign (trs can do about those in the city of Miami) should be made tolerable for self-respecting travellers, regardless of their colour and the laws of the States of Florida.

White Pastors Hit Conduct On Buses

PENSACOLA, Fla., (ANP)—White members of the Pensacola Ministerial Association, taking cognizance of the deplorable situation on city buses for Negro passengers, voted to make representation to city officials and the bus company and preach a series of sermons urging a more tolerant attitude on the part of their congregations.

The ministers agreed that especially aggravated was the treatment Negro servicemen were forced to undergo.

Public Opinion Kingston, Jamaica MAKE OUT A CASE

Anent the discussion that is still proceeding in the press regarding the discrimination practised on a Jamaican journalist in the Pan American Airways restaurant at Miami, Florida, I hope that those who are sincere in the matter will adopt my suggestion and make out a proper case, based upon affidavits, and send it to the British Government with a request the matter be taken up with Washington. The House of Representatives, if it is to represent Jamaicans, should act in the matter, not with a view to embarrassing the United States, but to help the country remove a condition that is bound to be a source of friction as to coloured travellers and breed hostility to American air travel increases between the Caribbeans, Latin Americans and the United States.

Miami is the principal airport between the United States and the rest of the Americas and conditions at the airport

There are organizations in the United States which will gladly examine the situation and render assistance. About five years ago a Mexican official placed a ban on coloured Americans who desired to travel in Mexico as tourists. The matter was promptly taken up by the NAACP and correspondence ensued, with the result that coloured Americans are now treated as any other American tourists who wish to travel in Mexico.

During the presidency of President Theodore Roosevelt a serious situation developed between the United States and Czarist Russia. Jews of American nationality were

BY

W. A. DOMINGO

made to suffer the indignities then imposed upon Russian Jews. American Jewish organizations agitated against the discrimination imposed on them when they went to Russia and President Roosevelt, if my memory serves me well, abrogated a commercial treaty with Russia. Ultimately Russia accorded U. S. Jews the same treatment given to other Americans.

HOUSE-CLEANING NEEDED

It has always been my contention that we spoil our own case when we protest against racial discrimination in other countries yet fail to be

wrathful against similar conditions in Jamaica. Since the Miami incident came to public attention, I learnt from a friend whose wife is English that they tried to get accommodation at a guest house in lower St. Andrew. The lady was told that accommodation could not be given because a Canadian guest at the hostelry objected to a black man living there. This did not happen in America, nor is the offender an American. The manager is Jamaican and the objector Canadian. Fortunately, the couple secured accommodation in another guest house. Is it any wonder that the English wife asked her husband why we Jamaicans protest at colour discrimination abroad and remain silent about it in our own country? The incident I have referred to is not isolated.

NEGRO WAC ALLEGES M. K. & T. CONDUCTOR CURSED HER ON TRIP HOME FROM CAMP SWIFT

Brought Whites Into Jim Crow Coach And Forced Her to Move From Seat

WRITES PRESIDENT OF COMPANY

Indignant because of insults and cursing of the conductor on the M. K. & T. Railroad, during a recent trip from Camp Swift, Texas, to Muskogee, Okla., Pfc. Ethel M. Jackson, an Oklahoma girl, now in the WAC, has written a letter to the president of the M. K. & T. Railroad. It follows:

Railroad J.C. Case Settled for \$800

KANSAS CITY, Mo.—The suit of Miss Helen Thompson of this city, who accused the Pullman Company and the Missouri Kansas and Texas Railroad Company of discrimination against her in October, was settled on May 18, when they paid her \$800.

Miss Thompson had charged that she was forced to ride in a coach from San Antonio, Tex., to Kansas City, although she had bought a first-class ticket and a Pullman reservation.

With the settlement, the Interstate Commerce Commission its investigation of the case.

Ga. Court Rules Bus Lines Bias Illegal

ATLANTA (ANP)—The policy of bus companies in Georgia and other Southern States, to deny transportation to colored passengers, even though they have purchased tickets, was given a jolt here last Wednesday by the Georgia Court of Appeals.

Affirming a judgment for \$500 damages obtained by John Austin of Winder, Ga., against the Atlantic Greyhound Corporation, the court ruled that, "if a bus line sells a prospective passenger a ticket, it must transport him to his destination."

General

moving me up to the next seat the conductor placed nine white civilian men, three white civilian women and three children in the coach with two white soldiers (in the colored coach).

Of course I know that the war crisis has caused congested conditions, also circumstances and traditions that perhaps must be broken down, but I don't feel that a democratic agency as a railroad would tolerate such a policy if the facts were known.

I realize that the unseated whites should have sat rather than stood (although the laws of the South don't permit that we ride together) but I feel that the profanity was uncalled for and the situation unjust.

I do not take the uniform I am wearing for a shield, but I do feel that a soldier or any other citizen deserves more courtesy and respect. Soon I hope to embark for overseas duty and I can't assure myself that the sometimes cruel monster of fate will reach around my "black blood" and pick out only "white blood" to protect that conductor who was so rude and whose scant knowledge does not permit him to see that Uncle Sam isn't choicy about the kind of sweat (whether white, black or blue) that it takes to win this war.

The conductor in charge was Charlie Stafford of Waco, Texas. The number of the car was 649.

If further information is desired, I give as reference:

Corporal Johnnie M. Jackson, (A WAC, not related to me) 819626 Gen. & Con. Hospital, WAC Det. S. C. U., 1128 South, Fort Devens, Mass.

Pvt. Herma Rose, 38677118, Camp Beale, Calif.

I can also furnish the name of the civilian gentleman on request.

NO PREJUDICIAL SERVICE IS FOUND

Complaint Dismissal Is

Recommended

2-16-45

(The Associated Press)

Washington, Feb. 15.—An ICC examiner held Wednesday that two Mobile, Ala., Negroes were not unlawfully discriminated against when they were unable to obtain Pullman and dining car service on a Gulf, Mobile and Ohio railroad train on June 27, 1943.

The examiner for the interstate commerce commission, Claude A. Rice, said in a proposed report that "the Pullman car and dining car services afforded complainants have not been shown to have been unduly prejudicial or otherwise unlawful" and recommended that the complaint petition be dismissed.

The report said the Negroes, John L. Leflore and Alfred S. Crishon, traveled as Pullman passengers from Mobile to Meridian, Miss., on June 26, 1943, and were served dinner in the dining car at a time when no white patrons were in the car. On the return trip the next day, the complainants contended, they were refused Pullman accommodations and dining car service because they were Negroes. They sought damages of \$2500 each.

Rice's report said the evidence was not clear regarding the Pullman accommodations. The complainants, it said, testified they were told there was no space available and that they then rode in a coach. The report added:

"It is not shown that other passengers under like conditions were provided with seats in these Pullman sleepers. The record is silent concerning preference accorded to any other passenger in respect of Pullman car accommodations. The evidence falls short of proving undue prejudice. . . . No pecuniary damage is shown, and, for aught that appears in the record, the air-conditioned coach occupied by complainants may have been as comfortable for day-time travel as the Pullman sleepers in which seats were sought."

The report said the evidence indicated that the dining car attendants acted according to stated laws which forbid serving Negroes and white passengers in a dining car simultaneously.

"It is further found," the report said, "that the dining car attendants, upon request, would have placed a table near the coach seats occupied by complainants and provided complainants with the same kind of food and the same character of service as afforded in the diner, at prices charged in the diner."

"It is found as a fact that the passenger train service now available to Negro patrons of the G. M. & O. is not inferior to the service provided under like conditions for white passengers, and in some instances it is more desirable. Negro travelers holding first-class tickets are offered Pullman berths and seats in private rooms at the prices which white passengers pay for similar accommodations in the open areas of Pullman sleepers, and frequently they ride in coaches more comfortable than some of the coaches assigned to white persons."

Ry. Bias Charged by Wounded Vet

5-19-45

WASHINGTON

The Interstate Commerce Commission is investigating a complaint filed by Pvt. Coy R. Holmes, wounded veteran of World War II, charging that he was denied dinner service on a Texas and Pacific Railroad train because of his race.

Private Holmes asserts that he was traveling from Camp Patrick Henry, Va., to the Ashburn General Hospital at McKinley, Texas, when the incident occurred.

With 2 white comrades traveling under Army orders, Private Holmes asserts, he entered the diner after leaving Fort Worth, Tex., on instructions from the enlisted men in charge.

He said the steward, identified by him as Toner Roby, refused to serve him because, according to the steward, it was against the State law.

He said that the steward's attitude was "unpleasant," but added that he did not use "extreme abuse." He charged further that he was forced to return to his Pullman accommodations without being served, while his comrades were provided meals.

NAACP Intervenes
The Texas State Conference of NAACP Branches, through its secretary, A. Maceo Smith, intervened in the case on behalf of Private Holmes.

In a reply to a commission's inquiry, the railroad contended that when the soldier sought service the dining car was filled. He could not be served, it continued, until there was space available to draw a curtain around him in accordance with the Texas segregation law.

KATY CONDUCTOR REFUSES TO GIVE NAME TO NEGRO WHO WOULD NOT RIDE JIM CROW

Black Dispatch
5-5-45
Coffeyville Pastor Says He's Riding Interstate and Refuses to Move Oklahoma City, Okla.
SPELLS NAME FOR PUZZLED TRAIN-MAN

"When you cross the line, go up into the coach to the front," said the surly conductor on the Katy train last Saturday as the train crossed the line below Coffeyville.

The conductor was talking to the Rev. DeWitt T. Alcorn, presiding elder of the C. M. E. church, residing at Coffeyville, who was on his way to Oklahoma City, to be the guest of Rev. J. G. Hollis, pastor of Cleaves Memorial, Second and Stiles streets.

"I'll do nothing of the sort," said Rev. Alcorn, when told by the conductor that he must obey the separate coach and waiting room laws of Oklahoma.

"The transportation laws of Oklahoma do not relate to me. I am an interstate passenger and have the same rights the Supreme Court said Congressman Mitchell possessed when he was ejected from a train in Arkansas sometime ago," Alcorn replied.

"You're the kind of Negro," said the conductor, raising his voice so that white passengers could hear, "who cause friction between the races. Your kind cause all the trouble," the train official declared.

One of the white passengers obviously endorsed the position taken by the Katy official. In fact, all of the passengers were white except Alcorn.

In a few minutes the conductor returned and pointing his finger at Alcorn, declared:

"I'll call the officers when we reach Bartlesville and have you put off the train."

"Well, that will be your next job," retorted the now aroused pastor, who had decided to stand his ground.

The train stopped several minutes in Bartlesville, but nothing untoward happened, and as the coaches began to move out of the station the conductor returned to see what had happened to his colored passenger. He found him still seated in the same place.

He immediately demanded Rev. Alcorn's clergy certificate. "I'm entitled to see your clergy," he demanded.

"That's correct," said Rev. Alcorn, "and here it is."

The conductor took the number, examining it carefully and then said: "What's this name on here. I can't make it out." The name was written in Rev. Alcorn's handwriting.

"That is D-e-w-i-t-t T. A-l-c-o-r-n," spelling it out for the conductor. "My address is 507 East Fifth street, Coffeyville, Kansas."

"When the conductor had finished making his entries in his notebook, Rev. Alcorn said: "Now, sir, I have given you my name and address. Will you be as cooperative as I have been? Please give me your name and your number. I desire to make very important use of same."

"What do you want with my name?" stammered the surprised train official. He was obviously nervous.

"Well, I want to make a report to the company for which you work, and I also am anxious to secure the name of a railroad conductor who does not know the law," Alcorn said.

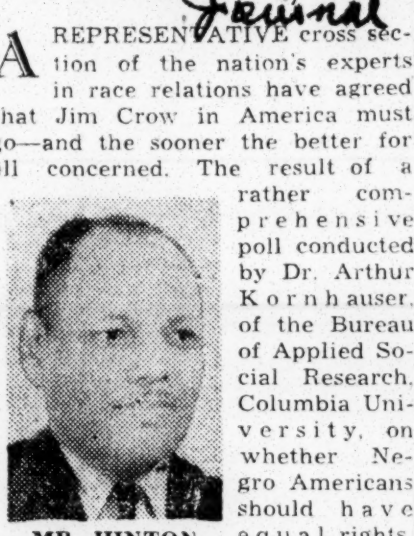
The white passenger across the aisle leaned over and audibly said to the train official: "Leave him alone. Don't bother with him."

Without divulging his name or giving any information respecting himself, the conductor departed, and Rev. Alcorn rode right into Oklahoma City in the seat he occupied in Coffeyville.

"It was certainly not a pleasant experience," said Rev. Alcorn, in telling of his experience when he came to the Black Dispatch office Tuesday. "It almost emotionally and spiritually unprepared me to preach Sunday. I think the time has come when Negroes should begin taking a stand against the undemocratic and vicious forces spreading terrorism and threats of arrest on public carriers."

BEHIND the HEADLINES

Norfolk, Va.
Journal
By ALBERT L. HINTON



MR. HINTON
the findings are being released this week in the August issue of The American Magazine.

The poll, embracing two vital points affecting Negro-white relationships, shows that 92 per cent of the experts do NOT believe that race prejudice is inborn, and 99 per cent agree that Negro Americans are NOT inferior to whites in natural ability!

Enactment of legislation similar to that which has recently become effective in New York state, which makes racial discrimination illegal, is the principal recommendation of the experts who participated in the poll. They also noted that there is grave need for police protection for Negroes in the South, as well as for proper law enforcement that will guarantee them justice in the courts.

Significantly, all of the experts who participated in the poll nearly one-half of whom are of the minority group, have spent years of work in the field of race relations thus adding considerable weight to their findings. They represent the nation's universities, the government, industries and labor unions, social agencies, newspapers, and groups specializing in the field of race relations; and they include both Northerners and Southerners.

Of those who venture to express a definite idea on just what is in prospect for the Negro American, slightly more than half predict that there will be still less discrimination and segregation than exists at present, during the next few years. But another two-fifths of the experts take the contrary view that relations between the races will revert to the status quo of pre-Pearl Harbor years.

The Experts Agree On Race Relations

And while the experts differ on what is in prospect, they are practically unanimous in agreeing on what would be best for the nation: We must continue and increase our efforts to reduce discrimination and segregation, they state boldly. The experts, as a group are definitely opposed to holding the Negro to an inferior position—or even a separate, segregated one.

But what is more important, they point out the unflattering fact that many whites are imbued with false ideas concerning an in-born inferiority of colored people because those notions serve as nice excuses for their undemocratic prejudices. In short, they contend that these ideas help the whites to keep from blaming themselves and undergoing the pain of examining unbiased feelings which they picked up from their elders in early life.

When some Americans are faced with the question of breaking down racial barriers they seek to put it entirely on a basis of whether social intermingling is desirable or not. The answers of the experts make it clear that such intermingling is not one of the main practical issues to be met in solving our race problem. The big, practical problems are economic and political.

Journal & Guide
This particular method of approach to this peculiarly American phenomenon is nothing new at all. These analyses of what for lack of a more suitable term, is referred to as "the race problem," together with suggestions for alleviating many of its sorer aspects, have been viewed and reviewed literally hundreds of times from just as many different angles. The one bright spot in this picture, however, lies in the possibility—bulwarked by a fervent hope—that its airing in a publication of national influence and widespread circulation may serve to burn it

more deeply into the conscience of America, to the end that the eventual solution of the race problem and the achievement of real democracy in this the mightiest of nations will arrive at one and the same time.

For, as Mrs. Franklin D. Roosevelt puts it: "The people of the world who are looking at the United States are sizing up our attitude toward them in relation to our attitude toward the citizens belonging to minority groups in our own country. These people of foreign nations will lack confidence in their equality of opportunity where we are concerned if they see us denying that equality to minority groups at home."

Segregation

P.m.
Dear Editor:

I like your idea of segregating in the Army those who believe in racism.

New York, N.Y.
This idea can be used in other fields, too. Let's have a "White Supremacy" railroad car; a White Crow car for the racists and follow the same principle throughout all other fields in which segregation now holds sway. Let those who are for democracy be in one group; those who are Nazis and racists in the other group.

10-31-45
And we won't need any laws to enforce this kind of segregation.

LEON W. SCOTT
New Rochelle, N. Y.

40-1945

Negro Passengers on Buses
Editor of The Times-Dispatch

There appeared recently an article in your Voice of the People stating that Virginia is 200 years behind other places.

If this writer knew of the discrimination practiced against the Negroes on the Trailway buses running between Norfolk and Richmond, what would she say?

The bus drivers are suffering with high superiority complex. They are also rude, impolite and have no idea of civility to the Negro passengers.

The white sit back or front. If we ask them to move up to the vacant seats in the front, we are ignored. And the drivers are ready to throw us off.

While our brave Negro boys are driving ammunition trucks in Europe, dying in the South Pacific, and doing combat duty on the front, and these bus drivers are sitting smugly and safely behind their steering wheels, it leaves us wondering.

GRACE KENNER STARKS.
SOUTH WILL NOT ABOLISH
SEGREGATION, SAYS EDITOR
AFRO-AMERICAN, 3-3-45

CHICAGO—John P. Graves of Birmingham, Ala., in a roundtable discussion on "Should we accept segregation in the South?" in the Negro Digest says: "We should in order to make other needed advances."

Editor Roscoe Dunjee and Ira DeA. Reid, sociologist, say "No."

Railroad Fires Waiter For Not Jim Crowing Woman

By HARRY McALPIN

WASHINGTON, D. C.—(NNPA)

—An honorably discharged veteran of World War II, sharing the same views with which many of the boys will return after facing death in the interest of world freedom, was discharged as a dining car waiter last week by the Atlantic Coast Line railroad for refusing to jim-crow a Negro woman on a trip from Washington to Florida.

The case is probably the forerunner of many similar ones which will occur when the boys return from the foxholes in Europe and the Pacific. The waiter is Harry L. Thomas of Washington.

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The steward changed his mind, temporarily.

At the end of the run, in Florida, he threatened to fire the entire crew, but again relented. The train returned to Washington on Saturday.

Sunday morning, when the crew reported for duty, Thomas was told by the assistant superintendent, Charles Burton, that his services were no longer needed. The other members of the crew were called for their "run" but refused to go unless Thomas was sent along also.

When Thomas produced his honorable discharge papers, the railroad officials decided he could make the trip—but then said the

other men could not go because they had "quit." Thomas then refused to go without the men who had stood by him. Now, the railroad officials say Thomas has "quit."

Thomas worked on the road for a year and a half before being inducted into the army. He has been back on the road for four months.

The case is now in the hands of Local 459 of the Joint Council of Dining Car Waiters, AFL, who have a contract with the railroad covering car employers. The N. A. A. C. P. has offered its services to the union should they be needed.

NEW YORK—(SNS)—The Southern Railway company has made a substantial cash settlement in the suit brought by Miss Edith Johnson of Brooklyn who charged that she had been manhandled on a New York Atlanta train when she refused to give up her reserved seat and go into a "jim crow" car.

The suit has been in court about a year and a half. Oliver D. Williams handled the case at the request of the N. A. C. C. P.

Railroad Settles Suit Of Student

Miss Johnson, a senior student at Spelman College, had alleged in a complaint filed on her behalf by the NAACP that although she held a "through" reservation from New York to Atlanta, she was ordered to change to a Jim Crow car when she reached Lynchburg, Virginia, and that when she refused to do so, she was forcibly ejected from a deluxe coach of the "Southern" on which she had reservations, and thrown bodily into a jim crow car, by a conductor and several police officers who were summoned upon her refusal to remove herself voluntarily.

the world.

Mrs. B. Phillips Sues
Railroad for \$10,000

Ejected from Diner in Dixie, AFRO
War Correspondent Files Suit in NY

CHARGING that U.S. District Court for the Southern District of New York following a Court of Appeals decision that railroads may be sued whenever they have any agency doing business.

The suit was filed here in the U.S. District Court for the Southern District of New York following a Court of Appeals decision that railroads may be sued whenever they have any agency doing business.

Mrs. Elizabeth (B.M.) Phillips filed this week against the Louisiana and Arkansas Railroad business.

for \$10,000 damages.

Trip to South Unnecessary

1 General

Heretofore it has been necessary in similar cases to go into the South where the railroad has tracks and officers in order to file suit.

Mrs. Phillips charges that she was a first-class Pullman passenger, traveling on business for the AFRO, and that refusal to serve her was in violation of her equal rights as a citizen and the jim-crow law of Louisiana which provides that colored passengers shall be served in a section of the dining car - off by a curtain.

Defies Train J. C. Rule, Yet Fired

WASHINGTON — (NNPA) — Because he refused to jim-crow a woman passenger in the dining car, Harry L. Thomas of Washington, a veteran of World War II, lost his job as waiter on an Atlantic Coast Line train last week.

Three other waiters and a cook have also been given releases by the railroad because they refused to go out on a run unless Thomas was sent too. They are Ernest A. McRae, Charlie Holman, J. C. Crockett, and E. L. Peterson.

Refused to Draw Curtain
The incident occurred two weeks ago on a trip from Washington to Ocala, Fla. Thomas refused to draw a curtain around the colored woman, a first-class passenger, after the steward had moved two white passengers from her table.

When the train returned to the capital, Thomas was told that his services were no longer needed. When other crew members were called for their run, they refused to go without Thomas.

Railroad officials reversed their decision in Thomas's case when he produced his honorable discharge papers, but said the other men had "quit." When Thomas refused to go without the other four men, officials said he had "quit" too.

The case is now in the hands of Local 459 of the Joint Council of Dining Car Waiters, AFL, who have a contract with the railroad covering dining car employees.

Southern Jim Crow Chicago Defender Amazes Iran Newsmen

TUSKEGEE.—Four Iran journalists expressed amazement at southern jim crow laws when they visited Tuskegee institute last week.

They saw their separate waiting room for Negroes at a railroad station in Chattanooga and when they arrived here requested an explanation. The four Iran newspaper men are Dr. Mostafa Meshbahzadeh, editor of Kaihan; Adel Ali Amini, editor of Omid; Abbas Masseudi, editor of Ettelast and Majid Movaquar, editor of Mihr-i-Iran.

All four of the Iran journalists spoke highly of the comradeship which exists between American white and Negro soldiers stationed in Iran. "You see, we have no segregation in our country," Amini explained.

One was particularly puzzled by southern election laws, which exclude Negroes from voting. "If you are a citizen, why you can not vote?" he asked.

The editors spoke in terms of deep reverence and appreciation of the late President Roosevelt and Wendell Willkie. Abel Amini told with particular pride how he personally accompanied Willkie on his tour of Iran.

The visiting editors, two of whom are members of the Iranian parliament, are seeking American capital and managerial experience for post-war economic expansion in their country.

"In the coming peace conference which will follow the San Francisco meeting," said Dr. Meshbahzadeh, "the smaller nations are looking to America for leadership in bringing democratic principles and justice into final adjustments."

Iran has enormous oil resources, remarkable surpluses of rice and cotton and other natural resources. The Iran newspaper men were accompanied by E. Taylor Gurney, state department, and Marcel Collins, Office of War Information.

Ridin' Black Dispatch Jim Crow

By ROSCOE DUNJEE

Well, I stood up in the bus from Wewoka to Seminole Friday morning on my return from Hartshorne. This was nothing unusual respecting the way folk ride these days, save and except that there were seven vacant seats up in the front end of the bus.

I had a seat as we left Wewo-

ka, but just at the city limits three Negroes got on—one man and two ladies. The white man in front of the long seat in the rear loled in one seat. He could have moved just across the aisle with a white girl seated there, but he just looked up and grinned at the two colored girls standing in the aisle and undoubtedly was conscious of the other six vacant seats ahead; but he did not move. So it was up to me to be the gentleman. I arose and gave them my seat. One girl sat in the other's lap. Negroes were piled up in the rear seat and two standing while seven vacant bus seats rolled on towards Oklahoma City.

To my delight the girls got off at Seminole so I had my seat back in a jiffy, and I wondered what the bus driver would have done if I had violated the separate coach and waiting room laws and sat in that vacant seat by that white man in the compartment just in front of the rear, as was the positive intention of two whites as I got off the bus at Hartshorne Thursday afternoon. The bus was crowded and I was slowly working my way to the front through the crowd standing in the aisle, as these two whites dashed by me on their way to the rear. One of them said as he passed me, to his companion following, "There are two seats we can grab in nigger row."

Of course I knew the bus driver was not going to object to them preempting those seats for I had just gotten up from by the side of two whites who had ridden on the back seat all the way from Holdenville. They were friendly, talkative fellows and had not been on the bus 60 minutes before the older man asked whether I had a cigarette. I told him I did not smoke. The younger white fellow rolled a cigarette for him. The older man then reached into his pocket and took out a sheet of paper with two typewritten paragraphs on it. He handed it to the younger man and they both laughed. "Let him read it," said the older man, pointing at me. The young fellow handed it over and I read the two verses.

"Do you have a mother living?" I asked the man after I had read the two verses reeking with unprintable filth.

"My mother is dead," said the man.

"Well, I am sure I would not compile any such impression of my mother whether she were living or dead," I said to the man, as I returned his manuscript, which he had told the younger man he had prepared for Mother's day.

The older man when he came in had looked at me when he sat down and said, "Well, this beats standing up," and perhaps I had my feelings on my sleeve for I could not resist feeling that what he really meant was, "I'll tolerate sitting next to a Negro rather than stand up."

I could not help but remember, when he blurted out, of an incident that happened several years ago. A young lady making a trip to Boley with me, stopped at a filling station for gas. While I was getting service the young lady walked across to the rest room. An attendant near by admonished the young lady that the rest room was only for white women.

"Oh, I don't mind that," said the young lady as she stepped inside the enclosure and locked the door. That witty colored girl was fast with her "think tank." She inferentially had that white attendant feel that even though the white rest room was used by white women, she could tolerate that atmosphere temporarily.

You know, when we reached McAlester Thursday, I saw a colored girl do what most all colored passengers do. I do not blame them, however, for the reason so many have been brow-beaten and cowered by southern prejudice. When the bus arrived she was the nearest person to the entrance and the last to get on the bus. As the whites came up she backed up and backed up until she was the last in line to get on the vehicle. When the bus stopped I was the only Negro on the bus. When she reached the rear every seat was taken.

I would have given her my seat but a white lady with three children, and who had one of them on the rear seat, called her little girl to her and told her to sit on her daddy's lap across the aisle. And that reminds me of another incident just before we left Oklahoma City. Two elderly women got on the bus with a child around nine or ten years old. The seat in the rear was full and the child quite naturally took the next seat up.

"Come out of that seat. The bus driver is not going to let you ride there," announced the old lady in a loud voice that could be heard all over the bus. The little girl got out of the seat, and when I next

looked she was sitting on the floor making the very unnecessary announcement except that he was expressing astonishment at a Negro having the intestinal fortitude to get on the train along with white people.

Needless to say that when I entered the coach there was only one seat left. The half dozen blacks who climbed aboard after the "lords of creation" had been securely seated "to the left" had to stand up for perhaps a hundred miles before securing a seat.

The old lady hesitated and then instructed the child to take the seat ahead. The bus started without any untoward incident and before we reached Stroud the old lady was up in the next seat herself. The bus driver did precisely what he should have done. He let the Negroes seat from the rear and the whites from the front. Twice I saw him as the bus began to fill instruct white people to take vacant seat in the front, as they apparently were racing to the rear.

The observation we want to make here is that a great many Negroes jim crow themselves and then want to blame the other fellow when they get into difficulties. The old colored lady rode right into Holdenville riding with that little child where she should have been riding, when if she had allowed an inferior complex to dominate would have had this little child riding on the floor.

I'm reminded of an incident that happened to me several months ago in Little Rock. The train was late on the Rock Island and around 2 a. m. pulled into the Rock Island station. The conductor collected all of his tickets at the door and when he stepped from the car turned his back to the Negroes and proceeded to take tickets from the whites. I was standing directly at the door when the coach stopped, but he turned his back and faced toward the whites. In the same moment I walked right around and came to him from the other side. I guess I was the third passenger to hold up my ticket and announce, "Oklahoma City." "To the left," he said as I walked up the steps.

The brakeman in the entrance said, as I landed in front of him, "To the left." I paused for a minute and said to him, "I think I'll take a seat to the right and passed on into the jim crow coach."

The brakeman looked up into my face and raced to the steps shouting down to the conductor, "He's colored." A chorus of laughter rang out among the some fifty-odd passengers standing outside. There was, of course, no excuse for the brakeman getting excited and

40-1945

WITH A GRAIN OF SALT

A Very Valid
Protest

Norfolk, Va.

By ARTHUR P. DAVIS

ON A RECENT trip to the wrong. But I don't think the is- South a certain nationally sue has anything to do with "class known Negro college profes- consciousness" as that term is com- sor (he prefers to remain anony- monly understood.

mous) was placed behind the customary "jim crow curtain" on a railway diner. As he sat there, a group of Pullman porters in uniform were ushered in for their meals, and one was seated at the professor's table. When he returned to his home, the professor wrote a letter of protest to the railway. After describing the incident, he added:



DR. DAVIS

"I know that immediately some white persons will say that I do not want to eat with my people. This is obviously a spurious reply to my complaint. The railroad may be forced by law (although I feel that such a policy is uncivilized) to separate me from white passengers, but that does not mean that the railroad has the right to reduce me to the status of their employees and to make me eat in the kitchen with them.

"The South pretends that it separates the races in order to maintain peace, but in forcing a colored passenger to eat with the employees, they are not simply enforcing separation, but they are attempting to reduce the Negro patron to a servile status. I am not a Pullman porter or any other employee of the railroad, and I insist upon being treated as a passenger."

In reply to the professor's letter, the company's general superintendent of dining cars, wrote in part:

"It is regretted that Pullman porters were seated at the same table with you on your recent trip. However, I should like to state that the Pullman porters are not employees of the railway. They are 'paying guests' and must be shown the same courtesy as any other passengers riding on our trains."

The case poses several "delicate" problems. The first reaction of the reader at this point may be—to state it crudely—that the professor is a snob, that he thinks he is too "good" to eat with a working man. Knowing the man in question, I can assure you that such an interpretation is absolutely

The professor did not object to the porters as men but as employees in uniform. And his objection was not aimed at the porters themselves, but at the policy of the company (and of the South) that forces such an unconventional seating arrangement upon a Negro patron.

When the railway superintendent states that Pullman porters are not employees of his company, he is technically right. But we all know that when a Pullman is attached to a train, that car and its crew are for all intents and purposes a part of the railway's system.

We also know that it is not customary for either porters or dining car waiters to eat with the fare-paying guests. And that last line about showing the porters the "same courtesy as any other passengers" must be taken with many grains of salt.

If that train had been in New England, I don't believe the steward would have allowed porters in uniform to eat with a Yale professor (or with any other white patron). And if those porters themselves were on vacation at some northern resort, I don't believe they would tolerate having the bell boys in uniform at their table.

I insist again that it is not a matter of class. "Portering" is as honorable and as dignified as any other vocation. There are, however, certain proprieties in all jobs and in all things. If these proprieties are insisted upon by the white group, we as Negroes in our fight for total equality must insist upon them for ourselves.

I feel, therefore, that the professor's protest is valid. He knew the incident for what it really was — another addition to the ever-broadening, ever-varied pattern of segregation. He is protesting the tendency to use every means, both crude and subtle, legal and illegal, to demean the Negro and to beat indelibly into his consciousness that he is an inferior person and therefore of no consequence. "All coons are alike and none are important."

General

Outlines Program To Slay Jim Crow

Atlanta Daily World

TUSKEGEE INSTITUTE, Ala. (SNS)—Cecile A Hoover, editor of the Campus Digest, has won nation-wide distinction by having her "program for eliminating racial discrimination" selected for publication in the May issue of the Assembly Line, organ of the United States Student Assembly. Miss Hoover's home is in East St. Louis, Ill.

"Faced with segregation and discrimination," said Miss Hoover in her article, "the Negro college student in the South has adopted certain protective mechanisms. Outstanding among these mechanisms is avoidance of contacts with Southern whites as far as possible, thereby avoiding exposure to insults and possible physical violence. The Negro knows if friction results from such contacts he will receive no protection in the courts, no matter what the circumstances are."

IT'S UN-AMERICAN "Racial discrimination is un-American," the articles continues, "because it is opposed to the principles upon which our constitution was established." For relief from discriminatory practices, Miss Hoover urges passage of anti-poll tax legislation, establishment of a permanent FEPC, a solution to the jim-crow dilemma in the South, extension of Government sponsored programs of education, housing and health, and equalization of pay for teachers.

For Negro youth she advocates programs to develop attitudes of community responsibility, joining labor unions, study of congressional actions on minority group problems and preparation to vote "when we become of voting age."

KNOWLEDGE NEEDED In the spirit of USSA founding principles, Miss Hoover asks the organization to make a concerted effort to make available to white students historical information on real contributions made by Negroes. To both white and Negro students the author closes her articles with an appeal to "reaffirm our beliefs in the righteousness of justice,.... and nothing less than that equality of opportunity in all areas of living which is ours as free men and women." The United States Student Assembly which is an affiliate of In-

ternational Student Assembly has

BEAT TIGHTER JIM CROW LAW

Chicago, Ill. BY JOHN LE FLORE

LITTLE ROCK, Ark.—The Arkansas House last Thursday overwhelmingly defeated a bill which would have required street cars and buses to construct separate compartments and to provide separate entrances for white and Negro passengers. The vote was 19 for and 53 against.

The bill was introduced by Rep. Wiggins of Cross, who had hoped to make himself a "hero" with the "hill billy" element of his constituents by dragging out the race question.

Opposition to the Jim Crow measure was led by Rep. Bill Wunderlich, who owns and operates a bus line. He was vigorously supported by Reps. H. H. Pickering of Asley and Y. R. Royal of Drew.

Wunderlich attacked the measure as unwise and unnecessary. He asserted that this was no time to "arouse the white and colored issue." He declared the bill was impracticable because bus owners could not buy new equipment nor remodel their present equipment.

Youth Suffrage Defeated

By a vote of 46 to 41, the Arkansas House also defeated a resolution calling for a constitutional amendment to lower the voting age from 21 to 18 years old.

The measure, which was introduced by Rep. Eugene Coffelt of Benton County, would have allowed any person 18 years of age or older to vote in any election, providing he had obtained a poll tax receipt.

During debate on the measure, Rep. Coffelt declared his measure would give the "young blood of Arkansas" an opportunity to vote. He added that "any person old enough to fight is old enough to vote."

A similar proposal during the 1943 legislative session also failed to pass.

It is believed that several thousand young Negroes between 18 and 21 years of age would have been added to the voters' lists as well as many thousands of young

whites in the same age bracket. A number of months ago the Georgia Legislature approved legislation permitting 18-year-olds to vote.

Abolishing Segregation Editor of The Times-Dispatch

On June 25, a letter was published in your Voice of the People column signed "A Reader" relating to the ever-present segregation. In this letter the writer suggested marking off on street-cars and buses one-third or one-fourth of the vehicle for Negro people. She also suggested a law concerning it be enforced.

This continual arguing and discussion of segregation should come to an end and concrete steps be taken to abolish segregation in order to lessen the tension which is so keenly felt between the two races. Now is the opportune time to attempt to smooth out the rough spots instead of constantly bringing to the front an issue that is hateful to our fighting men and only tends to lower their morale.

I am a 15-year-old Negro girl, a student at Armstrong High School, and many of my classmates feel the same way about segregation as I do, and no doubt some of the white students also. Yes, we want to see segregation abolished and will do whatever we can, no matter how little, to accomplish it. We've a war to win and we must win it. We do not mind waiting until after the war for the real thing to come along; we only want to insure happiness for those of us who have so struggled for the peace. Our boys as well as yours are being wounded and killed in this war.

And while we are waiting and planning for a world peace, suppose you Americans take time out to read that precious document, the Declaration of Independence. Just the first four lines, "that all men are created equal, that they are endowed by their Creator with certain unalienable rights among which are life, liberty, and the pursuit of happiness." Yes, all men are created equal, and all men strive for life, liberty and the pursuit of happiness.

Richmond A STUDENT.

Nations' Experts Agree:

Race Prejudice Will Go If Jim Crow Is Killed

Pittsburgh Courier - Pa.

NEW YORK—Put an end to Jim Crow and the problem of race prejudice will be solved. That is the opinion of the experts. The American Magazine's Poll of Experts, conducted by Arthur Kornhauser, offers a full discussion on this subject in its publication of July 6. The opinions of approximately 100 colored and white leaders, experts in their fields, are expressed in this article.

"Their answers speak out for steady forward movement toward bringing the Negro to full and equal citizenship—in practice as well as in theory."

"NEGROES NOT INFERIOR"

Tackling the subject, "Should Negroes Have Equal Rights?" Ninety-three per cent of the experts voted "No" to the question: "Is Race Prejudice Inborn?" Ninety-nine per cent of the experts said "No" to the question "Are Negroes Inferior to White in Natural Ability?"

The timely article reads: "Of the experts who express a definite idea on what is in prospect for the Negro, slightly more than half predict that there will be less discrimination and segregation than exists at present, during the next few years. But another two-fifths of the experts take the contrary view that race relations will revert to the situation that existed before the war."

OPPOSED TO BIAS IDEA

"While the experts differ on what is in prospect, they are practically unanimous in agreeing on what would be best for the Nation: We must continue and increase our efforts to reduce discrimination and segregation, they state. The experts as a group are definitely opposed to holding the Negro to an inferior position—or even a separate, segregated one."

"Unless we can go forward in reducing barriers," one of these experts explained, "increased violence and bitterness will be inevitable. America will lose the confidence which she now enjoys from the large bodies of people of color in other parts of the world."

MUST HAVE RIGHT TO VOTE

Next to putting an end to Jim Crow, the experts say the Negro must have the right to vote. "Men and women deprived of their vote are unable to protect their own rights. They cannot possibly develop into useful, responsible citizens." "This," the experts insist, "is fundamental in a democracy."

The experts agree in condemning employment practices which refuse to give Negroes full rights. They recommend that the colored man have a fair chance at any job he is qualified to fill . . . have equal pay for equal work . . . equal chances for promotion . . . equal security on the job, both in in-

SLOWER PROCESS IN SOUTH

Other recommendations offered by the experts calls for "a better chance for a good education . . . better housing . . . and enactment of laws to guarantee against discrimination in employment."

The experts recommended that changes in the position of the Negro be introduced somewhat more slowly in the South. But most of them insist that the ultimate aims be the same for the entire Nation.

They also called for courses in tolerance in public schools, more programs that tend to bring colored and white people together, an end of Jim-Crow practices on trains, and the elimination of the stereotyped portrayal of Negroes on the screen and radio and in publications.

Negroes Going To Deep Dixie Feel Rail Restrictions

By Albert Anderson

WASHINGTON. — (ANP) — Colored travelers, traveling because of one thing or another, are feeling the full brunt of the restrictions laid down by ODT and are suffering more than any other group when they leave this city headed south.

Existing Jim-Crow regulations, plus increased travel and less accommodations make the Jim Crow cars of the southbound railroads replicas of the heavily loaded Nazi slave trains which carried men and women to detention camps and to prison camps.

Crowds fill the Union station daily and more especially in that section of the station from Track 22 to track 18 which serves to and from the south. Using these tracks are the Atlantic Coast Lines; the Sea-board Air Line; the Southern; the Richmond Fredericksburg and Potomac, the Chesapeake and Ohio and the Norfolk and Western rail-

roads. The Richmond, Fredericksburg and Potomac is the direction connection with the east coast and over its tracks as far as Richmond, all trains for Florida, Georgia, North and South Carolina and Virginia must pass.

Through trains from New York over the Boat Line and Seaboard find many new passengers awaiting the trains in Washington. And the crowding continues to grow more intense.

Over the Southern railway, the same situation exists only more so, for it is the direct line to the western side of the southern states.

If you want to see the crowds at their worst, hit Union station around 6 p. m. Crowds begin to gather at the gate as early as an hour ahead of time the gates are opened, which are usually later than the scheduled departure, the mob is madly milling about sweating and irritable and ready for most anything.

Once the gates are opened, there is a mad scramble to push through. The conductors or gatemen look at every ticket—there is too strong a possibility of making wrong trains—and pass the holder if he has the correct ticket. Colored passengers are more fortunate in getting on the train—but it is the reverse getting off—since their coach is close to the stairs while whites have to walk a great deal farther.

Loaded with all kinds of luggage, food boxes, children and what not, they rush downstairs to try to find a spot to sit in the half-car on some trains, the whole car on others. If they are filled, Lord have mercy. But sometimes Jim-Crow, not because its sponsors wanted it that way, works to the advantage of the colored travelers. On certain trains, they are not entirely filled nor crowded and whites are not permitted to sit in the colored cars. Most conductors are adamant on this ruling.

And as the slow trains jog along, they carry their human freight to various destinations, sometimes overnight, sometime longer. Removal of Pullmans from most of the runs had little or no effect on Negroes traveling. They didn't use them much anyhow. But the other inconveniences and indignities make up for it and double.

Inside the station, use of the most ordinary facilities in the washrooms now becomes a problem with waiting lines of jostling and shoving. By a strange instance, Negroes are permitted to eat in the

dining rooms and cafeterias of the station. But even his is a task now with waiting lines all around the place.

How 'Jimcrow' Came Into Use

The Worker Brooklyn.

Last Summer I was asked by several people for the origin of the term Jim Crow. After approaching a few friends who might know, and learning from them that it was an interesting question, I finally went to the library and came up with this.

The origin of Jimcrow is as distasteful as the term itself. The term was introduced in 1830 by Thomas Dartmouth Rice, styled "father of American minstrelsy." In a play called, "The Rifle," Rice, in blackface, introduced a shiftless character who walked with a shuffling step, the prototype of many future sins against the Negro people. This character sang:

"Wheel about, turn about,
Do jis so, Yo-hi-45
An' ebery time I wheel about,
I jump Jim Crow."

The characterization became popular in minstrel circles and Jimcrow became a general name to be used interchangeably with Negro. It received wide use in connection with segregation on railroads, the Jimcrow cars.

I hope that this little story can be used in furthering the fight for full Negro rights, and against segregation so that the term Jimcrow will serve, in the future, merely as a historical warning.

BERNIE FRIEDMAN.

Jim-Crow Travel Law To U. S. Supreme Court

WASHINGTON—At last a clear case to test the Jim-Crow travel laws of Southern States which segregate interstate passengers on inter-State carriers is before the United States Supreme Court. Chief Justice Harlan F. Stone on Nov. 19 signed an order allowing the

appeal of Irene Morgan from the judgment of the Supreme Court of Virginia affirming her conviction of violation of the Jim-Crow transportation statute of Virginia. The case came up on direct appeal instead of petition for writ of certiorari because the appeal challenged the constitutionality of the statute in Virginia.

Irene Morgan on July 16, 1944, was a passenger on a Greyhound bus from Closter County, Va. to Baltimore, Md. When the bus arrived in Saluda, Va., the defendant was requested to move back to the rear of the bus. She was arrested and charged with viola-

tion of the Virginia statute requiring segregation of passengers, and on Oct. 18, 1944, was convicted and fined \$10.

Her case was promptly appealed to the Supreme Court of Virginia on a writ of error, and on June 6, 1945, her conviction was affirmed by that court which held that the Virginia statute was constitutional and applied to inter-State as well as local passengers. A motion for rehearing was promptly filed and was denied by the Supreme Court in September 1945.

LOUISIANA CASE PRECEDENT

The United States Supreme Court, in the case of Hall vs. DeCuir, in 1877, held that the local statute in Louisiana prohibiting segregation of passengers did not apply to inter-State passengers. The only other cases to reach the highest court since that time have been cases on the question of the equality of provisions for segregation of passengers. The Irene Morgan case is the first which clearly challenges the validity of segregation statutes as applied to passengers in inter-State commerce and on inter-State carriers.

NAACP lawyers representing Miss Morgan are Judge William H. Hastie, chairman of the national legal committee; Leon A. Ransom and Spotswood W. Robinson III, members of the national legal committee, and Thurgood Marshall, NAACP special counsel. The case has the full cooperation of both the State Conference of Branches of Virginia and the national office of the NAACP.

Big Question Still Unanswered

Dr. Arthur Kornhauser of Columbia University, who conducts the Poll of Experts for the American Magazine, reports in the August issue of that publication that the end of jim crow should be a paramount aim in America's post-war program. *Baltimore, Md.*

The poll, which represents the thinking of a picked group of leaders of both races, lays stress upon the need for economic, social, educational and political opportunities and points out that any educational program must include whites as well. *Afro-American*

With few exceptions, the poll might be said to include progressive and liberal whites, such as Carey McWilliams of California, Dr. Frank Graham of the University of North Carolina, Edwin R. Emoree of the Rosenwald Fund, the Rev. John LaFarge of New York and R. J. Thomas, president of the United Auto Workers, to name a few.

That their opinions and those of our own leaders coincide might well be expected. All of which raises the question of the value of a poll so obviously weighted. A cross-section poll, taken at all levels in both races, we feel, would be far more accurate. *7-7-45*

After all, it is better to face the facts of life than to lull ourselves, through wishful thinking, into a state of blissful contentment, only to discover later that it was all a beautiful dream.

Pursuit Of Democracy

By MARJORIE MCKENZIE

(The views expressed in this column are those of the writer and do not necessarily express the editorial opinion of The Pittsburgh Courier.—The Editors.)

FOR SUFFICIENTLY compelling reasons, since one does not blunder into the South, I have been spending some time in southern Virginia. On the way down I happened to see again that amazing phenomenon of American travel, the jim-crow curtain which defiles all dining cars south of the Mason-Dixon line. I say advisedly that I happened to see it, because I have no dom or valor.

made no effort to be served in a dining car in the South since the curtains were hung several years ago.

Of course any Negro, even one with the duldest sensibilities, is on a rack of fear and indecision when traveling first class in the South. Shall he or shall he not go into the diner, the lounge, or the rest room at this or that time? Shall he have his berth made up early or late? Shall he lean in, ignore the stares and comments of other travelers? These are questions that have their root and their answer in the individual. If he has accommodated himself to the demands of the caste pattern he must also accommodate the observance of these demands by accurately gauging the atmospheric tension. On the other hand if he resents every segregating them from all the effort, gross or subtle, toward caste control he engages in a silent, wearying debate as to whether he should follow the course of wis-



Miss McKenzie

ONE MUST ADD, in order to avoid the suggestion, that it is not necessary to compare either of these situations with the wholly impossible alternative of the jim-crow coach, for it leaves no room at all for self-respect. Finally, the assertions of those Negroes who claim to be able to travel in the South without any special emotion may be discounted as being dishonest.

It is against a background of uncertainty and fear, a fear born of the environment or of concern over one's ability to handle his reaction to that environment, that this new problem of the curtain has come to harass the Negro traveler. Before the curtains went up, in contorted compliance with the Supreme Court's decision in the Mitchell case, the question of how to get a meal on a Southern train was at least unsettled. It could be served at one's seat in the Pullman or in the dining car—before, after or with the serving of other travelers. The porter knew the extent of the pressures and would advise. However, the drapery of a heavy curtain around the two tables nearest the kitchen, segregating them from all the other tables in the dining car—in an extravagant gesture to South-ern mores—determines the fate of the Negro diner in a very rigid

manner. The Interstate Commerce Commission has held that the so-called jim-crow is a proper interpretation of the Negro's rights as an interstate traveler. Because this is an interpretation which I hope to see challenged in the Supreme Court and because the verbal reaction of Negroes to the curtain provides a rich store of data for anyone interested in social forces, I have been asking people for several years about their experiences on Southern trains.

MANY HAVE assured me that they have sat at the reserved tables without having the curtains drawn, or have sat in the middle of the diner while white passengers were served in the reserved section, or have sat in the reserved section with white passengers, the curtains being pushed back in both of the latter instances. Others admit that they have sat in the reserved section with the curtains drawn around them, often pointing out that the curtains really do not conceal them from view. Some say they have tried to be served, curtain and all, but were never seated during the entire trip because the reserved tables were always occupied by white people. A few say they have not tried to be served because they cannot tolerate the

A Problem of Fear;
Some Observations on
The Dining Car Curtain

curtain and among them are those who, never having heard previously about the curtain, have left the table abruptly when the curtain was drawn. And, almost everyone attests to the relaxation of the system with regard to the military.

Those who have eaten a meal behind the curtain I have questioned closely. Why, I have asked, were they willing to do it? Because they were hungry, they said almost invariably, which on the face of it seems a sensible enough answer. Did they understand the symbolism of the drawn curtain, I have probed, after which they begin to fidget and let the discussion cool. A limited number have permitted me to be absolutely relentless in searching out their deeper attitudes and have tried to describe how they felt about such overt submission to the caste requirements. Their arguments, I must say, always seem to collapse in the lap of expediency and inertia.

IT IS MY OPINION that both the people who are willing to eat behind the curtain and those who refuse, fear and distrust the society which imposes such a burden upon their citizenship. Perhaps they hold an equal, and even include among their number the smart alecks who pretend to be such secure, well adjusted personalities that they cannot be affected by eating in a seclusion

enforced on the basis of race. I think the fear, however manifest, is real and justified and we can have only sympathetic understanding of their confused reactions to a practice so antithetical to democratic concepts. But surely it takes more courage and makes more sense to oppose fear and to seek eradication of its causes than to submit to it. If submission is to be our response because we have learned the lesson of submission too well, then the plight of the Negro in America is indeed critical.

Jim Crow in Way of Satisfactory Race Relations, Says Dixie Editor

NASHVILLE, Tenn.—The belief that there would never be "satisfactory race relations in America as long as we have segregation," was expressed last week by Tarleton Collier, editorial writer for the Louisville Courier Journal.

Mr. Collier spoke during the third and final week of the American Missionary Association Institute of Race Relations at Fisk University here.

"We shall never achieve equal opportunity for all within the Southern system of superior-inferior relations," he said.

Drained to North

"The drainage of local talent and energies to the North, the waste of human resources, the tradition of poverty, all of which plague our region, are related directly to the idea of racial and white supremacy.

"Although most of the standard press assumes that it is a 'white press' serving a white community, there is need for adopting a policy of accuracy and fairness is showing the true problem and aspirations of the colored community," he declared.

He opined that the white press will not fulfil its obligations as a medium of reliable information until it attacks the basic inequalities in our society.

Must Assail Demagogues

"Newspapers," he asserted, "must assail the demagogues in our Congress who flaunt before the public fascist doctrines of racial superiority and who even go so far as to attack men who have put on the uniform of the Army to defend their country."

The fact that it is no longer "dangerous to talk about race relations" was seen by Dr. Louis Wirth of the University of Chicago as a hopeful sign.

Face Critical Period

Colored workers and other marginal groups in the South are facing a critical period, according to

James G. Maddox of the Bureau of Agricultural Economics.

He cited as reasons for his fears, the displacement of agricultural workers by machinery and the shrinking world market for cotton.

"The South is going into the post-war period with the economic disability of getting less pay for comparable skills with a representation of 20 per cent of the na-

tion's population and receiving only 11 per cent of the national income from wages," Frank McAllister of the regional War Labor Board, Atlanta, told delegates.

Hits Political Segregation

Political segregation" of colored people was described by Tarleton Collier as the most glaring vestige of human slavery that exists today.

Until the barriers against free participation in voting are broken down," he added, decent people will continue to be defamed and traduced by Southern demagogues in Congress.

The opinion was expressed that the abolition of the poll tax and the removal of restrictions on voting, in addition to permitting franchise of colored people, would have a generally constructive effect upon the entire South.

Organized by the AMA to train community leaders in meeting problems of racial adjustment, the institute attracted 140 members, who heard 60 national authorities during the 140 hours of seminar discussions.

Two Forced From Va. Bus File Suit

WASHINGTON

A \$30,000 suit was filed in District Court Wednesday against the Virginia Stage Lines by Perry W. Howard Sr., for clients who were refused bus transportation from Remington, Va., to Washington.

The two clients, Mrs. Mary E. Gross of 612 Kenilworth Ave. N.E. and Samuel Seltzer of 425 Irving St. N.W., were ordered from the bus by its operator.

They had purchased tickets and there was space available on the vehicle. The two were compelled to walk around the all-white town of Remington from two o'clock in the afternoon until nine o'clock that night.

"Can't Carry You"

In recounting the affair Mr. Seltzer said that he and Mrs. Gross had made a business trip

ing which time three white persons purchased tickets and boarded the bus. In filing the suits Mr. Howard declared that his clients had been "humiliated, degraded and embarrassed in a most brutal manner" which would rival Nazism in Germany.

Others Buy Tickets
Mr. Seltzer, then asked why they had already bought their tickets. Th bus driven according to Mr. Seltzer, then rose belligerently from his seat and said: "I said get off this bus, and I mean get off." The bus remained at the station for several minutes after Mr. Seltzer and Mrs. Gros got off during the trip.

When they prepared to return to Washington they learned that no train arrived before right. They purchased tickets for transportation on the bus operated by the Virginia Stage Lines. Upon the arrival of the bus they boarded it but were stopped by the driver who told them: "I can't carry you."

Restriction on Travel Hurts Negroes Headed South

By ALBERT ANDERSON

WASHINGTON. — (ANP) — Colored travelers, traveling because of one thing or another, are feeling the full brunt of the restrictions laid down by ODT and are suffering more than any other group when they leave this city headed south.

Existing jim-crow regulation, plus increased travel and less accommodations make the jim-crow cars of the southbound railroads replicas of the heavily loaded Nazi slave trains which carried men and women to detention camps and to prison camps.

Crowds fill the Union station daily and more especially in that section of the station from Track 22 to track 28 which serves the railroads to and from the south.

Using these tracks are the Atlantic Coast Line; the Seaboard Air Line; the Southern; the Richmond Fredericksburg and Potomac, the Chesapeake and Ohio and the Norfolk and Western railroads. The Richmond, Fredericksburg and Potomac is the direct connection with the east coast and over its tracks as far as Richmond, all trains for Florida, Georgia, North and South Carolina and Virginia must pass.

Through trains from New York over the Boat Line and Seaboard find many new passengers awaiting the trains in Washington. And the crowding continues to grow more intense.

Over the Southern railway, the same situation exists only more so, for it is the direct line to the western side of the southern states.

If you want to see the crowds at their worst, hit Union station around 6 p. m. Crowds begin to gather at the gates as early as an hour ahead of time and by the time the gates are opened, which are usually later than the scheduled departure, the mob is madly milling about sweating and irritable and ready for most any thing.

Once the gates are opened, there is a mad scramble to push through. The conductors or gate-men look at every ticket—there is too strong a possibility of making wrong trains—and pass the holder if he has the correct ticket. Colored passengers are more fortunate in getting on the train—but it is the reverse getting off—since their coach is close to the stairs while whites have to walk a great deal further.

Loaded with all kinds of luggage,

food boxes, children and Veterans Wants

what not, they rush downstairs to try to find a spot to sit in the half-car on some trains, the whole car on others. If they are filled, Lord have mercy. But sometimes jim-crow, not because its sponsors wanted it that way, works to the advantage of the colored traveler. On certain trains, they are not entirely filled nor crowded and whites are not permitted to sit in the colored cars. Most conductors are adamant on this ruling.

And as the slow trains jog along, they carry their human freight to various destinations, sometime overnight, sometime longer. Removal of Pullmans from most of the runs had little or no effect on Negroes traveling. They didn't use them much anyhow. But the other inconveniences and indignities make up for it and double.

Railroads Asked

For Negro Policy

Investigating a complaint that negroes and whites shared the same facilities on a Pullman train the State Public Service Commission Monday called on railroads operating in Alabama to outline their "policy" in the handling of negro passengers.

Chairman Gordon Persons said the complaint came from a Mobile business man, W. H. Jernigan, who wrote the commission that six or more negroes used the same Pullman car with him and other white persons.

Persons said Jernigan's letter related that the negroes had "tables set up for playing cards" had the porter "bring them cracked ice for drinks," and "used the same toilet facilities with the whites."

A copy of the letter was sent to Gov. Chauncey Sparks, but he had no comment.

Persons said he had written the superintendents of 15 railroads that the commission "has recently had complaints regarding the non-separation of negro and white passengers on trains operating in this state."

He asked for a statement of "official policy" and also for copies of any instruments the roads had issued to conductors.

The commission chairman said he had received no replies so far.

Jim Crow Hit
Elizabeth, N. J.
Editor, Daily Worker:

The most blatant effects of the rule of Jim Crow is felt many times daily by the passengers on the southern trains. Whites and Negroes both are made to feel the humiliation, embarrassment and anger at being forced to leave their seats and fellow passengers because of their color.

As a returned veteran this ideological root of fascism makes my blood boil. Anger is ineffective if it is not supplemented by action.

I feel it is a most opportune time to show the thousands of passengers affected by this daily change to Jim Crow cars the fascist taint of the practice. Comrades and democratic peoples must be mobilized along the Mason-Dixon line to reach these passengers with handbills, leaflets and correct propaganda material. Details and methods to be developed by localized groups; legalities established.

VANNI SICILIANO.

GUEST EDITORIAL

The Louisiana Weekly

Race Friction on Buses
New Orleans, Louisiana
10-13-45

From Christian Advocate Sept. 29

THE present-day inter-city and inter-state bus lines running through the South are the centers of more race friction than perhaps any other instrumentality. Even where the Negro press does not record the incidents there are unnumbered cases of brutality toward Negro passengers occurring with discouraging frequency.

In so many sections the bus is the only means of public transportation. This is especially true during the war. Many communities in the South are not served by passenger-carrying railroad trains. Negroes and whites are compelled therefore to use the bus lines in traveling to and from such places.

Besides this the crowded condition of the railroad trains, the lower fare and more frequent service of the bus lines have attracted a large patronage of both races. This crowding of the busses has been a basic cause of much misunderstanding between the races.

However, nearly all the testimony of Negroes who have been mistreated or observed the mistreatment of others has placed the blame on the bus drivers. Seldom do the passengers start the confusion, the white passengers. In most cases it is the drivers. These men speak harshly and profanely, threatening violence where there is no cause.

Negroes have a suspicion that the rather general harshness and brutality of the drivers, even where no white passenger has offered any complaint, are not a mere accident due to local circumstances. They are too widespread, too causeless and too much according to type to be accidental or due to individual temperaments. There is need here of an investigation to find out if there is not somewhere in the management of the lines an overhead policy of discouraging Negroes from using the busses.

At any rate Negroes will be able soon to let the busses very much alone. More trains and private cars will soon afford a revival of former means of transportation. As much as possible and as soon as possible the Negroes should use these again. As far as possible and as soon as possible let us stay off the busses.

Negroes Should Accept Jimcrow To Get Ahead

Philadelphia Tribune
3-3-45
Philadelphia, Penn.
CHICAGO—"Negroes should accept segregation in the South in order to make other needed advances," insists John Temple Graves, noted white liberal editor of the Birmingham Age-Herald, writing in a round table on the subject, "Should Negroes Accept Segregation in the South," in the March issue of Negro Digest.

Graves declares, "right or wrong, segregation is not going to be abolished in the South nor apparently in many other parts of the country where it exists informally but definitely."

Meanwhile, he insists that demanding its abolishment is robbing the Negro of other advances of which he cares more and needs more.

Replying to Graves are Roscoe Dungee, editor of the Oklahoma Black Dispatch and Ira De A. Reid, editor of Phylon magazine.

Bus Driver Needlessly Humiliated Passengers, Witness Relates

Norfolk Journal and Guide
1-13-45
NORFOLK—Another one of those frequent instances of white bus operators enforcing the race separation laws according to their personal inclinations and to the unwarranted humiliation of colored passengers was witnessed in Portsmouth recently.

The incident, occurring Saturday night, Dec. 9, at the Coast Line terminal, as described by an eyewitness, a prominent Norfolk colored resident, constituted race discrimination of the rankest sort, and, as such, by no means contemplated in the enforcement of the law.

WRITES LETTER 1-13-45
Mortified at the action of the bus driver and the plight of a group of Negro passengers, the witness, Winston Douglas, principal of Booker T. Washington High School, two days later, wrote a letter to the Coast Line passenger agent calling attention to the deplorable incident saying in part:

"When the colored passengers attempted to board the trailer bus which transports Norfolk passengers they were told to board a smaller bus which stood nearby.

"When they attempted to board this they were told to

wait until some white sailors, traveling under orders, were seated.

GIVEN BACK ENTRANCE
"When these completely filled the second bus and all white people were comfortably seated on the trailer, the colored passengers were then called over to the trailer but told to enter from the back.

"The operator insisted that they do this despite the fact that there were several elderly people among the twenty-five or thirty colored passengers, and the rear entrance was chest high. I personally asked him the reason for this order. He stated, 'I don't want them squeezing by the white passengers.'

SHEER NONSENSE
"This was sheer nonsense because regardless of the point of entry, it would have been necessary for colored to occupy the entire aisle. When they rightly refused to be needlessly subjected to this humiliation and insisted upon entering the front door instead of climbing like cattle through the rear he drove off leaving them standing there in the cold and dark despite the fact that they held tickets to Norfolk.

"My point in writing this letter is to bring forcibly to your

General

attention the fact that such a bus driver is a decided liability to your road and such a policy as he advocates is certain to gain national publicity as one of the means of fanning the smoldering flames of race hatred. In this connection it would help if the officials of the Coast Line would assure its Negro patrons that such an un-American practice will be stamped out immediately."

Replying to the letter of Mr. Douglas, J. E. McDonald, Coast Line traveling passenger agent, said in part:

"While our passengers are handled under contract by the Norfolk-Southern Bus Corp. and we, therefore, have no jurisdiction over their drivers, we can assure you that this matter will receive handling with the view of preventing a repetition of such an incident as mentioned in your letter."

2 WHITE GIRLS FILE SUIT IN JIM CROW CASE

Northwest Herald
4-17-45
Seattle, Wash.

EVANSVILLE, Ind.—With the case against them for disorderly conduct dismissed, Ann Rodgers and Eleanor Guttman, the two young women arrested here for refusing to observe restaurant Jim-Crow rules and for protesting against segregation in a democratic society, have filed suit for false arrest and for enforcement of the state civil rights act.

When they sat in the section marked "For Colored Patrons Only" and refused to shift over to the "white section" because of their disbelief in racism, the two were arrested and found guilty of disorderly conduct. Appeal to the circuit court, where members of the Workers' Defense League, as well as of the National Association for Advancement of Colored People, assisted, resulted in dismissal.

Okla. War Worker Involved

Minister, Forced From Bus, Plans Legal Action

Pittsburgh Courier
Pittsburgh, Pa.

BOLEY, Okla.—A Methodist minister and a defense worker were forced to leave a bus at Sapulpa, Okla., Saturday, after the minister questioned the right of the bus driver to order them to give their seat to white passengers. Several other colored persons, occupying the rear seat of the bus, left the vehicle in protest.

The Rev. DeWitt T. Alcorn, former school teacher and newspaperman, of Coffeyville, Kan., was en route here to attend a conference. He said he was occupying the last rear chair seat with a defense worker, Eugene Mitchell, when the bus driver yelled, "You boys will have to stand up or get your fare back."

The demand was made, the minister said, after white passengers entered the bus at Sapulpa. The Rev. Mr. Alcorn, a native of Memphis, Tenn., said the bus driver summoned police officers when "I asked why we had to get up."

WILL PRESS CASE
Two policemen ordered the minister and the defense worker from the bus and told them to "follow us." The minister asked what law they had violated, and the officers reminded them that the Oklahoma law required separation of races. The minister contended that they were separated by the aisle.

The bus driver made a telephone call, and later, according to the Rev. Mr. Alcorn, invited him and his companion to return to the bus. The minister refused, and later contacted NAACP officials and attorneys. He completed his trip by another bus, while other colored passengers who left in protest caught a train.

The colored passengers were listed by the minister as Prof. L. P. Johnson, science teacher at Booker T. Washington High School, Ponca City; Miss Juanita Davis, junior at Langston University, and Mrs. Janie Murphy of Tulsa. The Rev. Mr. Alcorn said his attorneys held that the bus driver was in error. The minister plans to press the case.

Atlanta Conductor Beats Workman With Iron Lever

Pittsburgh Courier
Pittsburgh, Pa. 3-21-45
ATLANTA—(ANP)—Because he attempted to leave by the front door of a street car in violation of Atlanta's jim-crow trolley rules, twenty-five-year-old Walter McDonough not only suffered severe bruises about the head and back, but must now face trial in Fulton Superior Court on assault and battery charges.

Witnesses said McDonough, en route to work, tried to get off the crowded street car by the front door in the downtown section. An argument ensued when the white operator, Will Martin, placed his arm across the door to bar McDonough's passage, informing him that he would have to push through the crowded car to the rear to make his exit.

Soldiers Make Schedule After Ejection From Bus

Alabama Citizen
Tuscaloosa, Ala.
4-19-45

UNIONTOWN, Ala.—Although two colored soldiers were forcibly ejected from a Capital Motor Lines bus here for refusing to obey the driver's orders to either stand or occupy a seat nearer the rear, they arrived in Meridian, their destination, safely and ahead of the bus. Reginald Dozier, local business man and veteran happened to be passing the bus station when the driver requested the assistance of the police in removing the soldiers from the bus. After seeing the boys given their tickets back and told to either wait for another bus or "walk," Dozier approached them and offered to take them in his car. The soldiers gladly accepted and were able to make their schedule without delay. Mr. Dozier would not accept one penny for his troubles.

New Statue Of Liberty Ferry Chicago, Ill. ~~Chicago, Ill.~~ Chicago Defender Sails Minus Jim Crow Toilet

By EARL CONRAD

(Defender New York Bureau)

NEW YORK. — The Defender's joust with the masters of the "Francis Scott Key," ferryboat going to the Statue of Liberty—but with a Jim Crow lavatory for the crew — has ended in a complete victory.

The payoff came this week when I interviewed Capt. Jeff Jeanette, on board a Jim Crow lavatory on the North Carolina-born pilot of the Statue ferryboat, who told me: "It's out, that's all. There'll be no separate lavatory on the new ferryboat. (The new ferryboat is the "Mohawk" which went into operation last Saturday.) It'll run according to New York State law, because we have to."

"Some Nigger-Lover"

But Captain Jeanette is a Southerner to the core. The captain, a tall, fair-complected chap who is in his thirties, was standing on the main deck, at the front of the boat, waiting for a new load of passengers to come on board, when I approached him. I told him that someone had complained to the Defender about the Jim Crow sign, and he promptly said:

"Probably some nigger-lover," and he looked at me very intently. Jeanette, who lives on Staten Island, was dressed in his blue captain's uniform, and looked quite martial, as he talked in a quick, crackling voice with a Southern inflection.

Sees Contradiction

"Why yes," he said, "that sign has been on the door there ever since this boat came up from Baltimore."

Then he peered through a window, and looked down the deck, and I peered through the same window, and we both looked at the words, "COLORED CREW ONLY."

I reminded him that such signs were unusual in this region, and that such a thing on the way to the Statue was especially ironic. He was full-well aware of the contradiction.

He grinned, looked across the water at the majestic statue, and said, "A little too much, huh?"

Then he resumed:

"Hell, they've been using both

lavatories anyway. They can use any lavatories they want. But it would be different down where I come from. We'd keep them in their place down there."

Before I talked with Jeanette I had gone aboard the "Mohawk," the new ferryboat.

Here is what I found:

A Negro deckhand told me that there had been a Jim Crow sign on board a Jim Crow lavatory on that boat when it set out a week earlier from Washington to come to New York. On the way the Jim Crow sign was painted out.

Apparently Benjamin B. Willis, owner of the boat, had given orders to someone on the "Mohawk" to take care of that matter, as he had promised.

I examined the segregated lavatory for Negro deckhands. It was a horrible thing to behold.

Then we went upstairs to examine the lavatories used by the passengers. These had "Ladies" and "Gentlemen" inscribed on their doors. We went into the men's room. It was light, large, sanitary, and in pretty good condition.

I asked Capt. Jeanette how his mixed white and Negro crew got along.

"Fine," he said, "They got to get along."

The crew of the "Francis Scott Key" goes over to the "Mohawk" in its entirety.

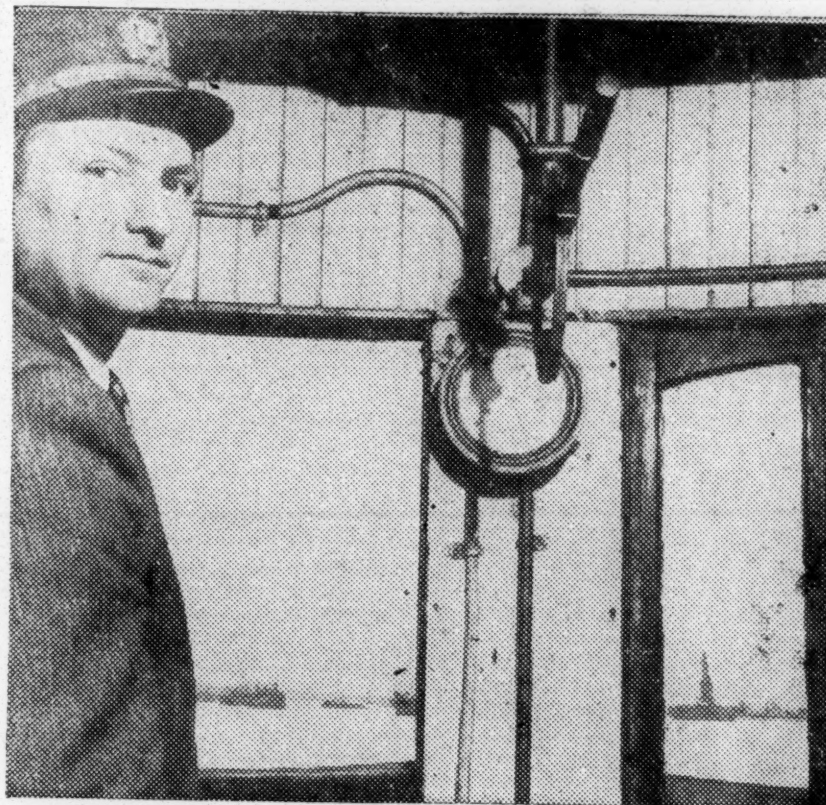
The "Francis Scott Key" goes back to Baltimore for repairs.

The Defender's exposure caught the eye of the New York press last Friday. Walter Winchell's column noted:

"Howcum Dept.: The boat that travels to the Statue of Liberty has a separate latrine marked 'For Colored Crew Only.' We thawt that was against the law up No'th."

The N. Y. Post reprinted Winchell's comment the same day, and I learned that New York newspapers began—a little late—investigating the latest insult to Miss Liberty.

DIXIE PILOT GOES NORTH



Capt. Jeff Jeanette, of Staten Island, N. Y., master of the "Francis Scott Key," in the pilot house, headed for the statue. Jeanette served for two and one half years with the U. S. Army.—Photo by Skippy Adelman.

NEWPORT NEWS, VA.
PRESS

Circ. D. 8,031 — S. 12,589

JUN 12 1945

The Segregation Ruling

Both Caucasian and Negro races, it seems to us, may profit much by a careful study of the State supreme court's unanimous decision just handed down at Wytheville on the question of segregation of races in common carriers. The case went to the court of last resort on an appeal by IRENE MORGAN, Negro, from a \$10 fine imposed on a charge of violating the segregation law by refusing to move or to permit her companion to move to vacant seats in the rear of a bus on demand of its driver, so as to allow some standing white persons to ride seated. The appellant contended that since she was a passenger in interstate commerce, the Virginia segregation law was in violation of the equal rights provisions of the United States Constitution.

The court held, first, that the 10th amendment to the Constitution allocating police powers to the State in the interest of public policy is the controlling factor. Congress, it pointed out, thus far has declined to "invade" (and that term was well used) the area of segregation legislation even in interstate commerce and thus not even federal legislation bears on the subject. Segregation as a public policy was held to be well within the rights of the Commonwealth. But—and this is important—the court ruled without equivocation that *equal accommodations must be provided for both races*.

Two considerations here appear and point emphatically to the necessity of a give-and-take attitude on the part of both races if they are to enjoy harmonious relations. How often, we wonder, do the agitators for segregation repeal stop to ponder the fact that the segregation statutes apply as well to their white neighbors as to them? Secondly, in spirit at least the Caucasian often offends against the segregation act as much as does the Negro, and the Caucasian attitude, particularly in crowded vehicles where rigid separation is a practical impossibility, gives the dark-skinned gentry just cause for resentment.

The segregation laws, especially if invoked in any feeling of preferential partiality, have their irritant aspects. They were enacted, however, to prevent friction, not to generate it.

How well do common carriers operating in Virginia carry out the finding of the court that accommodations for both races must be equal? Do the coaches on passenger trains allotted to the Negroes come up in quality to those in which Caucasians ride? In a bus, which has no compartments, of course there is virtual parity insofar as seating is concerned. But do the operators attempt to seat all white passengers at the expense of Negroes who must stand, or do they allow the ordinary rules of courtesy, which dictate that when seats are overrun the aged and infirm have seating preference, prevail? Segregation will lose its sting if it is remembered that it applies as well to one race as to the other.

Courthouse Elevators

Continue Jim Crow

Protest Treatment of Negroes on Atlanta Street Cars

It was brought to the attention of the World Tuesday that the jim crow elevator practice in the county courthouse was still being carried out by operators there in spite of the order handed down more than a month ago by the Board of County Commissioners.

After a committee of citizens from the Atlanta Civic and Political League, headed by John Wesley Dobbs, president of the body, and Rev. M. L. King, the chairman of the committee, had made several requests to the board, through Commissioner Clarence Duncan, chairman of the commission's committee on buildings and grounds, the jim crow sign above one of the elevators, designating that elevator alone of the four for Negro use, was ordered down.

Negro citizens were then notified that any of the four elevators, but it was reported that the operators of the two cars on the north side of the building have ordered Negroes to ride the cars on the south side of the building. It was stated by one citizen Tuesday that he had made an attempt to ride down from the eighth floor on one of the north portion elevators, but was told to walk across the hall to a south side car. Several Negro residents have become indignant due to the continued jim crow practice in the courthouse and will make complaints this week to Commissioner Duncan.

It appears, from what persons have said, that the operators themselves are trying to set up a practice of Negroes riding at all times the two southside elevators with whites riding any they choose.

COMPANY ASKED TO ELIMINATE DANGER OF FURTHER FRICTION

ATLANTA, (ANP) — Protest was lodged last week with the Georgia Power company, who operates Atlanta's street cars and buses, by a committee from the Atlanta branch of the NAACP, charging that the company was doing nothing to abate the growing friction between white and Negro passengers and Negro passengers and white operators.

C. L. Harper, president of the Atlanta branch, cited a recent case where a woman passenger on one of the cars, Mrs. Bonnie Nelms, was brutally beaten by one of the company's male operators during an argument over which doors she should have used to enter the car.

The woman, power company officials were told, had been treated for painful lacerations about the face and body, and the company had refused to make any financial adjustment with the victim after her condition had required medical and hospital attention.

C. A. Scott, who served as chairman of the committee, urged the power company to suspend the practice of forcing Negro passengers to leave by the rear door of the car, declaring that this caused great inconvenience to many passengers, who might be seated in the center of a crowded vehicle and had to push their way to the back door.

The company officials were also warned to caution spiteful operators about pulling off before Negro passengers have had opportunity to completely leave the car. Five instances were cited where passengers, their clothing caught in the automatic door, were actually dragged several hundred feet.

Officials of the company at the suggestion of the suggestion of the committee agreed to study the situation and see what could be done to remedy these ills.

Remove 'Colored' Sign On Elevator In Courthouse

Ole Jim Crow

**Tough Bird;
Hard to Kill**

ATLANTA (ANP) — Atlantans, who are called upon to frequent the thirteen-story Fulton County Courthouse have discovered that James Crow is a tough bird that doesn't die easily.

The discovery was made in the matter of the courthouse elevator system. Twelve years ago, after the celebrated Angelo Herndon case, when the new New York City councilman, Ben Davis Jr., fresh out of Harvard made his debut as a lawyer, a sign was put on one of the Courthouse's four elevators, "For Colored Only."

WINS COMMISSIONER

Repeated protests of Negro taxpayers fell on deaf ears, until this year, when J. W. Dobbs, as president of the Atlanta Civic and Political League, convinced County Commissioner Clarence Duncan, chairman of the buildings and grounds.

White operators of the elevators, patrons of the Courthouse discovered, were determined that old jim crow should not be abolished so easily. The sign isn't there but Negro taxpayers are refused passage on all but the one car which had formerly born the jim crow label.

Told of the continued jim crow practice Commissioner Duncan has assured Mr. Dobbs that elevator operators have been instructed to carry all passengers without regard to color.

**Ga. Legislature
Would Increase
Bus Jim Crow**

ATLANTA.—(ANP)—The Georgia legislature Wednesday began consideration of a measure that would increase the stigma of jim-crow forced upon the state's million-odd Negro citizens.

A bill introduced by Representatives Hooks and Smith of Emanuel county, where Negro residents outnumber white, proposes that buses hauling both white and Negro persons must have separate doors for the two races and a partition notice in the motor vehicle for the separation of the white and Negro passengers.

The measure provide that common carriers may confine themselves to carrying either white or Negro passengers or they may provide separate buses for white and Negroes.

Georgia

The measure, which drew favorable reaction from Georgia's segregation-minded legislators, would merely make legal a practice the Southeastern Greyhound, Colonial and other bus lines in Georgia have been following since the travel situation became so acute.

Most bus lines now refuse to permit Negro passengers to get on until all white passengers have secured seats. Others, though continuing to sell them tickets, flatly refuse to permit Negro passengers to ride the main line buses, adding worn-out, seldom used vehicles to care for colored riders. Many Negro passengers in Georgia have been forced to wait long hours to get to their destinations, being denied passage on bus after bus headed that way.

A jim crow sign in the county courthouse atop one of four elevators there, which restricted the use of only one elevator to Negroes, but which was used as well by whites, is now down, after strenuous efforts put forth by a well known Negro citizens group, to have the sign removed and the discriminatory practice there eliminated.

The practice, which had been in effect for many years, was put into discard Monday of this week, after county commissioners, who had been approached on the matter had ordered it down. Taking the credit for the removal of the jim crow sign from the only public building in Atlanta carrying out a discriminatory elevator service practice, is the Atlanta Civic and Political League, of which John Wesley Dobbs is president, and leading the committee which spent much time with county commissioners pointing out the American practice and its dangers, and insisting that the sign come down was Rev. M. L. King, pastor of the Ebenezer Baptist church.

POINTS OUT DANGERS

In appearing before County Commissioner Clarence Duncan, who is chairman of the building and grounds committee of the commission, and other members of commission, the group pointed to them that there was no discrimination in elevator services in the two federal buildings here, the city hall, state capitol, and pointed also to numerous other public buildings here such as banks, office buildings, large stores, and other places where whites and Negroes must travel by elevator. Upon these arguments the commission met, pondered the questions asked by the Negro committee, and voted to comply with the requests made in removing the jim crow sign in the courthouse, thereby permitting race members to ride any of the four elevators in the building.

Much credit is due the league and its alert and farsighted leaders in breaking down this practice in Atlanta.

40-1845
The CALL
Proprietor

Convicted

For Jim Crow

Kansas City, Mo.

DAVENPORT, Iowa. — Mrs.

Dorothy Baxter, white, proprietor of the Colonial fountain and grill, was found guilty here last week of violating the civil rights of a Negro couple in refusing to serve them ice cream at her establishment last July 24.

Mrs. Baxter was fined \$10 and costs, a total of \$40.75.

Convicted by Jury 8-17-45

The proprietor was convicted by a jury of six in the courtroom of Justice John P. Dorgan. The decision was reached in 10 minutes and only one ballot was necessary.

Mr. and Mrs. Charles Toney, the Negro couple, testified that Mrs. Baxter had refused to serve them because they were colored.

Taking the stand in her own behalf, Mrs. Baxter said that she did not believe in the civil rights law, was opposed to it and always would be. She said that she thought Toney and other Negroes should provide their own restaurants. At one point, she wept on the stand.

Uses Strong Argument

Atty. S. Joe Brown of Des Moines, represented the Toney. In his closing argument to the jury, Brown said that if the jurors agreed with Mrs. Baxter that the laws of the state should be ignored, they should find her not guilty, but that if they thought the laws should be upheld, they should find the woman guilty. The jury did.

Members of the jury were: Dolie Claridge, Mrs. Norman Hoffman, H. F. Edens, Irene Harris, Sue Tobin and Edith Hill.

Iowa

40-1945

Jim Crow

\$10,000 AFRO Suit Refiled in N.Y.

NEW YORK.—A suit against Louisiana and Arkansas Railroad, filed in the U.S. District Court here last March by Mrs. Bettye Phillips, AFRO war correspondent, has been dismissed on motion of the railroad on grounds of diversity of citizenship and will be refiled in the State Court.

The suit, which asks \$10,000 damages because the plaintiff was assaulted and refused service in the diner, was filed in the Federal Court here following a Court of Appeals decision that railroads may be sued wherever they have any agency doing business.

ICC Examiner Decides Against Mobile Negroes

WASHINGTON — Two Mobile, Ala., Negroes were not unlawfully discriminated against when they were unable to obtain Pullman and dining car service on a Gulf, Mobile & Ohio Railroad train on June 27, 1943, an ICC examiner held Wednesday.

"The Pullman car and dining car services afforded complainants have not been shown to have been unduly prejudicial or otherwise unlawful," the examiner for the Interstate Commerce Commission, Claude A. Rice, said, recommending that the complaint petition be dismissed.

\$10,000 Damages Asked By Negro In Railway Suit

Chicago, July 14 (AP)—Martin Harvey, 35, an Atlanta Negro, filed suit in Federal Court today seeking damages totaling \$10,000 from two railroads and the Pullman Company.

Harvey alleged in the suit that on July 15, 1943, while traveling between Chicago and Atlanta on a first-class Pullman ticket, he was seized and struck with a smoking stand by a conductor who said he could not ride in a lounge car because of his color.

Harvey, who is dean of men at Southern University, Baton Rouge, La., claimed in his suit his ticket entitled him to be in the lounge car.

The railroads named in the suit were the Chicago & Eastern Illinois and the Nashville, Chattanooga & St. Louis.

Negro GIs in South

Dear Editor: I hope that the reaction to the poor accommodations that overseas veterans are getting on the railroads will awaken public interest in the kind of accommodations that Negro soldiers have been getting in the South. A Negro soldier is seldom able to get Pullman accommodations while travelling in the Southern states unless he happens to get a troop train. The Negro soldier is often refused an opportunity to use his meal tickets when travelling on Government order. On my last trip through the South two military police and two employees of the railroad occupied 12 seats while Negro sailors stood for several hundred miles on a Jim Crow car.

A NEGRO SOLDIER
Camp Crowder, Mo.

\$10,000 Damages Asked in Ry. Suit

CHICAGO — Damages totaling \$10,000 were sought by Martin Harvey, 35, dean of men at Southern University, Baton Rouge, La., who filed suit against two railroads and the Pullman Company in Federal court here on June 14.

In his suit, Harvey charges that while traveling between Chicago and Atlanta on a first-class Pullman ticket, he was seized and struck with a smoking stand by a conductor in the lounge.

Color Made Issue Harvey, through his attorney, George W. Lawrence, said that the conductor told him that he could not ride in a lounge car because of his color and pointed out that the ticket entitled him to be in the car.

The incident proper, according to the attorney, occurred near Nashville. The railroads named in the suit were the Nashville, Chattanooga and St. Louis and the Chicago and Eastern Illinois.

Thrown Off Car Sues Railroad

CHICAGO, Ill. (CNS)—Martin Harvey, a teacher at Gammon Theological Seminary, has filed a \$10,000 suit against Chicago and Eastern Illinois and Nashville, Chattanooga, and Southern railroads and the Pull-

man Parlor Car Manufacturing Company. On July 13th the suit charges that a conductor struck Prof. Harvey with an ash stand and threw him out of an Atlanta-Chicago train just because of his race. George A. Lawrence filed the suit for Harvey in the United States District Court.

A Segregation Proposal
Editor of The Times-Dispatch

I have been very interested in the recent discussions on segregation in our transportation system of Richmond. I have observed that the mixing in the aisle is not being noticed as it once was. I am glad of that, because it shows that the people of both races have good common sense when it is a question of necessity to mix.

I believe most of our citizens want a fair deal for both the colored and the white. With this in mind, and also not wanting to force those to mix by law who prefer not to mix, I suggest that the colored people sit on the right side as they enter the bus or car and the white sit on the left as they enter, or vice versa. Then all would have equal access to the front or back door. The side that filled up first would sit on the back row and on around from the back on to the other side as far as the prevailing color would call for. Then all would mix in the aisle as usual when loaded. So, fair for all.

ROBERT L. TURNER.



J-C Laws Have Constitutionally

HENDERSON'S COMMENTS

Washington Tribune
By DR. EDWIN B. HENDERSON

Washington, D.C.

The Supreme Court in 1883 declared federal civil rights laws void. Until a more enlightened court reverses this opinion the Jim Crow laws passed by the several states have the semblance of constitutionality. Although the court has ruled that equality of service and opportunity must be afforded where segregation laws are in force, it is notorious that these laws are used to discriminate against Negroes woefully, in addition to fastening second rate, color-caste citizenship upon them.

The NAACP has done a magnificent job of attacking strategic areas of discrimination and has won victories after victories, but it is limited by need for more funds.

It is hard to prove discrimination to the satisfaction of the courts even where plainly evident, and because of the expense and delay of judicial

procedure individuals can hardly assume the task. We need more powerful protest organizations.

In the South and in border states, segregation laws are economically possible only as long as combined with substantial discrimination... If separate but equal facilities in schools and in travel alone were made constitutional in practice, every southern state would be bankrupt. The system of institutional Jim Crowism would then go out of existence just as Slavery has.

One of the factors delaying the removal of segregation based on color is the fact that many Negroes are in the dilemma of fighting against the practice while at the same time being afforded a monopolistic basis for economic existence. Just as many capitalists and corporations profit by war so do Negro professionals and Negro businesses by "segregation".

Yet there is no more moral reason for wanting Jim-Crowism to continue than to justify the continuation of war. Negroes in America are to all intents and purposes, aliens warring against American imperialism and fascism, and therefore should have no qualms in opposing the system even though most of us earn our living better because of it.

The Jim Crow Jungle is a maze of practices and contradictions. Seven states and the District of Columbia have two complete sets of elementary and secondary schools as a part of law.

Discrimination in providing for education for Negro children follows the pattern of Jim Crowism in all fields. Because of the splendid fight of the NAACP and those noble teachers who

also in the North. Barbershops, beauty parlors, undertaking establishments are almost completely segregated. Clothing stores, theaters, churches operate more or less on a Jim Crow pattern. Washington, D. C. has a tighter Jim Crow policy with respect to theaters and some stores than in many of the larger cities in the deep South.

The YMCAs generally in the South and North are separate but the YWCA is developing much liberality. Voluntary Associations, civic, social, business and professional, almost always prohibit Negro members unless the association is concerned with some phase of the Negro problem. Negroes are usually provided with separate working facilities in the factories of the South. South Carolina has a state law which requires segregation in cotton textile factories in respect

to provide complete segregation in the South and

risked and lost their jobs to contend for equality in pay, the trend throughout the South is towards equal pay.

Only in Washington, D. C., however is dollar for dollar being paid teaching and officer personnel for services. Baltimore ranks second. In many states yet, the Negro teacher gets less than half the salary of the common laborer. In the matter of facilities, Negroes get far less than equality.

In Fairfax County, there is only one two-class-room brick school. No school has running water and the toilets are outdoors used by teachers and pupils. The school in Falls Church, and in other communities, has no water on the premises.

The building there is a fifty-year-old 2-room frame building. There are enrolled this year nearly 130 children. Yet at Oakton a new build-

ing for 300 white children is opened costing about \$160,000. In Falls Church a high school costing nearly hundreds of thousands opened this year.

For improving a large stone elementary school \$25,000 was secured, and seventy-five thousand dollars was borrowed from the State Literary fund, a large amount of which money comes from fines paid by Negro offenders, to add a room or facility here and there to white elementary schools in the county.

to entrances, pay ticket windows, stairways, lavatories, toilets and drinking utensils.

And of course Jim Crow car laws operate in Oklahoma and all the former slave holding states with the exception of Delaware, Missouri and West Virginia. All the Southern states except Alabama, Kentucky and Missouri separate passengers on street railways. Recently Virginius Dabney, editor of the Richmond Times Dispatch, proposed the abolition of the Jim Crow travel law. The bus operation by which a Negro, worker or otherwise, must enter the front door, wend his way through the crowd to the rear and return is making silly and difficult the ordinance.

This brief recital of the practice and effect of Jim Crow is discussed in the inter-personal, housing and institutional phases most comprehensively in Gunnar Myrdal's, An American Dilemma, a book every intelligent Negro should read.

Now that the people of the world begin to realize that for our very existence we must learn to live together in peace or perish by destructive power, it behooves Negroes to stop pussyfooting on the question of their lives.

The NAACP and some other protest organizations should receive the support of at least 100,000 people in Washington alone. This is a challenge for every patriotic citizen or Christian or Jew in America.

legal precedent against racial discrimination in interstate transportation. Expenses to date exceed the amount of settlement." 11-24-45

She continued: "At least two things have been accomplished by this inconclusive litigation. First, the right to sue this southern railroad in cases in the courts of northern states where it does business but does not operate has been established for the first time. That is important. Second, the Texas and Pacific Railroad and other southern companies have been made aware, once again, that they can no longer discriminate against Negro passengers with impunity.

"I regret that the circumstances involved in this particular case seem not to warrant pressing it to trial. But the basic issue it raised will be fought over

and over again, until the right of Negro citizens to travel with dignity on southern railroads is the unchallenged law and practice of our nation."

Mrs. Yolanda Barnett Wilkerson was represented throughout the case by Attorney Osmond K. Frankel, of New York City. Highlights in its development include: 11-24-45

- June, 1944—Federal District Court Judge, New York City, ruled that New York courts lack jurisdiction because the railroad does not "do business" in the State. Appeal filed.
- November, 1944—Circuit Court of Appeals reversed lower court ruling,

The case was scheduled for trial in the New York County Supreme Court on November 19, but was settled out of court the following day.

Texas and Pacific Railroad Pays \$1,000 for Jimcra

PROGRESS

The recent damage suit filed by Miss Yolanda Barnett (now Mrs. Doxey Wilkerson) against the Texas and Pacific Railroad Company because of racial discrimination in one of its dining cars during February, 1944, was settled out of court here Tuesday when the

company agreed to pay \$1,000 for a release from all claims advanced against it in the case. 11-24-45

Miss Barnett, Interracial Secretary of the Y W C A National Student Council, originally sued the company for heavy damages on March 23, 1944, claiming that she had been excluded from the dining car of the Texas and Pacific's "Sunshine Special" and subjected to "rough and humiliating treatment" while enroute from St. Louis and Dallas. Throughout the litigation which followed, she has received the strong backing of the Young Women's Christian Association, whose National Board President is Mrs. Mary S. Ingraham.

Interviewed immediately after signing the "General Release" granted the company in return for \$1,000, Miss Barnett declared: "It is with genuine reluctance, and only upon the strong insistence of legal counsel, that I accept this monetary 'settlement' of my suit against the Texas and Pacific Railroad. My whole purpose in this case, and that of the YWCA which backed me at every turn, was to establish a



YOLANDA BARNETT WILKERSON

by 2 to 1 decision, thereby establishing jurisdiction of New York courts. July, 1945—Interstate Commerce Commission, on basis of hearings in Dallas, Texas, the previous November, side-stepped the civil rights issue and ruled in favor of the railroad, stating that half an hour was not an undue time to wait for service during wartime.

Airlines Admit Chicago Defender Jim Crow On Chicago Planes

By HOWARD B. WOODS
(Defender Staff Correspondent)

ST. LOUIS.—The Chicago and Southern Air Lines, Inc., admitted this week that jim crow flies with its Dixie-bound planes.

"It is true that Negro passengers are requested to assume the forward seats in the airplane," wrote Ralph L. Heininger, general traffic manager of the air lines, in a letter stating the company's policy.

The letter was the result of a complaint filed by Theodore E. Brown, acting examiner-in-charge, President's Committee on Fair Employment Practices. Brown charged that he had been discriminated against and humiliated by a stewardess on a south-bound plane.

Ousted from Seat By Stewardess
Brown stated that he boarded the plane at Lambert Flying Field in St. Louis with a white companion whom he met in a limousine that conveyed passengers from the Jefferson Hotel here to the airport. Entering the transport, the two men found seats together midway in the plane.

He was immediately approached by the stewardess. Brown continued, who asked him to take the single seat located in the front of the cabin. When he refused, the stewardess insisted, whereupon he told her that before he would take the jim crow seat he would leave the plane.

Brown said he left the plane and forwarded a telegram to the general offices at the Municipal Airport, Memphis, Tenn. He stayed over until the next day and obtained accommodations on another ship. A Negro soldier occupied the front seat on this occasion and he experienced no further trouble.

Brown added. 3-10-45

States Airlines' Policy
Heininger's letter, written on the official stationery of the company, stated in part: "Chicago and Southern certainly regrets the fact that you have experienced any feeling of embarrassment or discomfort due to the incident in question. We have carried Negro passengers on many occasions and it is our policy and desire to make available to such passengers accommodations and service in all respects equal to those offered to the travelling public in general."

"It is true that Negro passengers are requested to assume the forward seats in the airplane. However, from the standpoint of personal comfort, these are the most desirable seats in the aircraft. Thus it should be made clear that the practice, rather than one of discrimination, is one offering Negroes accommodations and facilities which are equal or superior to those offered other passengers."

withdraw our resolution of protest: other question was: Should the matter be ignored? The answer was, it seemed to him that men of honour and courage should not hesitate to protest against evil.

"AND BE IT FURTHER RESOLVED that this Council requests His Excellency the Governor to bring before the Secretary of State for the Colonies this Act of discrimination, and to request the Secretary of State for the Colonies to protest on behalf of the peoples of Jamaica to the President of the United States against this discrimination."

ACTION NOW

Council Proposes Jim Crow Protest Be Sent To U.S. Govt.

BY ALLAN ISAACS

Public Opinion

The KSAC Council at its September meeting passed a resolution protesting against colour discrimination which Mr. Frank Hill suffered in the Miami restaurant of Pan American Airways. About a week ago the Vice-President of PPA wrote to the KSAC Council protesting the resolution; the letter said that the company were common carriers and could not be held responsible for the laws of the country in which they operate. The letter concluded by asking the Council to withdraw the resolution. The letter was read at yesterday's meeting of the Council. PAA's protest was rejected and the following resolution moved by Councillor Isaacs and seconded by Councillor Dayes, was passed unanimously.

RESOLUTION Kingston, Jamaica

"WHEREAS the letter of the Pan American Airways to the Kingston and Saint Andrew Corporation has confirmed the fact that discrimination against the coloured peoples of this country is upheld by the Laws of certain States in the U.S.A.; 10-9-45

"AND WHEREAS Pan American Airways has conformed to these Laws by discrimination against coloured peoples from Jamaica;

"AND WHEREAS Pan American Airways in fairness to their patrons have never protested against this discrimination, 11-9-45

"AND WHEREAS such discrimination is contrary to all standards of decency, and must forever nurture and breed hatred amongst the races of the world;

"BE IT RESOLVED that this Council rejects the request of Pan American Airways to

mination, and to request the Secretary of State for the Colonies to protest on behalf of the peoples of Jamaica to the President of the United States against this discrimination.

"AND THAT this Council request all City Councils of the various West Indian Islands to join us in this protest."

NOT A THREAT

Speaking on the resolution, Councillor Isaacs said he was not trying to threaten the United States of America. That was impossible. It did not matter to them what the United States wished to do with their own people in their own country. But it was quite a different matter when the dignity of Jamaicans was involved. 11-9-45

Councillor Dayes said that two questions arose out of the matter. One was: Was discrimination of this kind evil? PAA had themselves admitted that it was. The

It was well to bear in mind, Councillor Dayes went on, that it was not a question of discrimination by the U.S. Government, but by certain states in the U.S. Formerly people went by boat to New York which was in the North and by this means of travel avoided the inconveniences of the South. Now, however almost the only transportation necessitated stopping in the South. And as air travel would increase rather than diminish, it was timely that the matter should be faced now. 11-9-45

PAA should be told, Councilor Dayes concluded, that if they wished to continue in the field of international transportations, they should strike a sane balance between the many conflicting laws of their country. 11-9-45

Putting the question to Council the Mayor said: I have one question to ask Council. Is silence the best weapon with which to combat evil? I wish to thank Councilor Dayes for his excellent elucidation of the point."

The motion passed.

I passed for Colored in a Jim Crow Car

This true account of a remarkable train ride was written by a friend of a member of Picture News's staff. Her name, and names of other passengers, have been omitted because we don't want to get any of them into trouble.—Editor.

8-26-45 N.Y.
A FEW days before the order curtailing civilian travel went into effect, I had to leave California to rejoin my husband at his Army post in Oklahoma. I was grateful to have been able to reserve a seat in an all-coach train. There wasn't a Pullman to be had.

My train was to leave from Union Station, Los Angeles, early on a Wednesday evening. When the gates were opened, a mob surged through and I was jostled over baggage and people into the train. (My section was going beyond Oklahoma and Arkansas to Tennessee.) It was like pictures I had seen of immigrants coming to America by steerage. Two and three women shared one seat, with a like number of small children. People were sitting on baggage in the aisles. There wasn't a seat to be had. The conductor told me that the *Reserved Chair Seat* on my ticket didn't mean what it said; it just guaranteed my right to board the train.

Since there wasn't a seat in any of the Oklahoma-bound coaches, I ventured into the sandwich car, hoping something would turn up later. That car was as crowded as the others except that the passengers were mostly soldiers, sleeping on their barracks bags. At one end, coffee and sandwiches were being sold over a make-shift bar. There I met a well-dressed man and woman. They said they had seats in the air-conditioned Chicago-bound coach, but were getting off in about an hour at a place that sounded like Nylon, Cal., and I could have one of their seats. Lucky me, I thought. I'd be comfortable at least until early Friday, when the Chicago coach switched off at Tucumcari, N. M.

Three loads of soldiers

After I had got one of the reclining chairs in the Chicago coach, the porter assured me that another Oklahoma car would be added at Tucumcari and he would transfer my luggage to it. He was sure I'd have a seat.

Thus reassured, I got off when the train reached Tucumcari to get breakfast while the train was being serviced.

When I got back on, I noticed that three Pullman cars full of military personnel had been added. I began searching the still overcrowded train for my luggage. The most likely coach was directly behind the

engine, but the conductor said, "Lady, you can't go in there." When he wasn't looking, though, I did go in. It was a Jim Crow car—the only car in the whole train, outside the military Pullmans, where people weren't standing. There were empty seats, and under one of them, my luggage!

I asked the Negro occupants if they'd mind if I sat there. I mumbled something about the lack of seats in the rest of the train and that I was from the North, where we hated Jim Crow anyhow. They politely said, "If you don't mind, ma'am, we'd be glad to have you." The conductor came through, punched my ticket and said nothing.

I learned we would be in New Mexico, where there was no Jim Crow, for two more hours and legally the conductor could say nothing. I had not known that at the time. The two-hour trip to the Texas border was uneventful. I talked with a middle-aged missionary about the problems of the South and Southwest. "Trust in Jesus," was her solution.

We had just crossed the border when suddenly the train began to jerk so violently it seemed as if the engine had gone out of control. Then it pounded to a stop. Women and children screamed.

"Yes, these are my people. I belong here."

"Lady, do you belong with these people? Of course, if you do, that's quite all right—I only want to be sure."

"These are my people. If they belong here, so do I!"

After three or four of these interviews had taken place I began to enjoy myself. When Conductor No. 2 came back for another one, he changed his tactics.

"Lady," he said, "perhaps you don't know, but this is Jim Crow territory, and if you don't belong here, you'd better come back into the other cars—it's against the law, you know."

"I know, sir," I replied in my best helpless female voice, "but these are my people and I belong here."

Between these scenes, my fellow passengers would laugh and joke about it, but when a conductor came in, the face of every passenger would become an impenetrable mask.

At one point, I asked one of the conductors if he would be good enough to tell me when we arrived at Holdenville, Okla., my destination.

"We're 14 hours late now," he said sourly. "Figure it out for yourself, lady," and he left the car, slamming the door behind him.

Then she had passed

"You won't have any more trouble, sister—you've passed," one of the younger Jim Crow passengers told me. I learned that Jim Crow passengers were always snapped at when they asked for information from conductors. They have learned to wait for the porters to come in and they ask them.

When porters are off duty they use the Jim Crow cars as a sort of social club. They bring in little snacks for the children and pass the time singing and kidding around.

It was from the porters I learned that although Jim Crow passengers pay the same fare as white travelers, they get meal call only after the last white passengers have been fed. During the pressure of wartime travel, that has meant that almost no food is left when the Negro occupants are able to dine. Rarely do Jim Crow passengers go into the dining car. The relationship between porters and Negro passengers was thrilling. One of the passengers, in appreciation of the porter's kindnesses, collected money from each of us to give the porters. With it they bought iced drinks and candy at the next station and shared them with all of us!

About 9 o'clock, a Negro waiter came to our car, shouting, "First call for dinner." An instant later he shouted, "Last call for dinner." This drew a laugh from the car.

The conductor apologizes

During the night, the conductors had let me alone, but next morning the interviews started again. Then I hit on an answer that stopped their questions for good.

"Look, sir," I said, "while I happen to belong here, I'm married to a white man. He's meeting me at the station in Holdenville. He's a major in the Army of the United States, and if you don't believe that these are my people—you can ask him!"

The conductor looked ill at ease and walked out.

Later, he returned and said, "I owe you an apology, lady. I didn't mean to be fresh, and neither did the other conductor. You see it was hard for us to believe that a lady that spoke like you belonged with these people. But since you do, why just keep on riding along. No harm meant."

We were pulling into Holdenville. One of the Pullman porters, off duty, insisted on taking my baggage to where my husband was waiting. I offered him the usual tip for his services. He refused it, began running back and shouted, "That's OK—you're my people!"

Three coaches, including ours, had been derailed and were tilted at an oblique angle at the edge of a deep ravine.

Despite the fact that we had only been traveling at the rate of 12 miles an hour, the rails had sprung apart and scattered in pieces all over the roadbed. It was apparent that the derailed coaches could not be moved for hours. Many hours. This was about 11 a.m. Friday and we were told an emergency engine from Amarillo would pick us up at 4 p.m.

No one had been hurt, but there was nervous hysteria among the women with infants and children. I had had some recreation experience with New York City children and that came in very handy. Under a shady tree, we sang songs and played games. Any distrust of me that had existed before the accident was gone now. We cavorted like old friends. The children who had regarded me suspiciously as "the white lady," now laughed and sang with me.

Most of the adult passengers in the Jim Crow car were women. Two of them were on leave from war jobs in California to visit their families; another was going back to the home of her parents after having said goodbye to her Pacific-bound soldier husband. The three men passengers were a wounded sailor home on furlough from the Pacific, a soldier and an elderly civilian war worker. Once I had gained their confidence they exploded some of their pent-up resentment against Jim Crowism. One woman, with a twinkle of sarcasm, said, "It sure nuff serves those white crackers right—too bad none of 'em was hurt. It was the work of a just Lord that caused the accident two hours after we were put in a Jim Crow car—funny there was no accident before that!"

"Hush your mouth," was the prompt retort of one of the younger, more vivacious members of the group. Most of the passengers burst into gales of laughter.

The missionary and the sailor got into an argument. She started it by saying, "Lord Jesus and plenty of prayin' will take care of the colored problem." The sailor answered, "God needs all the help He can get—I've fought in the Pacific, and, lady, when a ship's goin' down, believe me there ain't no Jim Crow." The sailor had the passengers on his side. The soldier joined the conversation. "The boys comin' back are not goin' to take any fool Jim Crow, even if it means a bloody fight."

About this time we were told that the derailed coaches couldn't be moved until late that evening, if then. The officers in charge of the three troop Pullman cars decided that the servicemen would vacate one and double up with their buddies in the other two. The passengers of the three derailed coaches were to manage somehow in the vacated Pullman car.

The conductors begin

The emergency threw Jim Crow out of the window. Passengers of the three derailed coaches shared seats and aisle space in good spirits. As the Negro sailor observed an hour after we had left the scene of the accident, "We're all ridin' together, and there's been nothin' but sweet peace."

In Tucumcari two very old coaches were added, one of which was to be Jim Crow. I prepared to continue the journey with my new acquaintances, but wondered what would happen once we reached Jim Crow territory.

Soon after we had crossed the Texas border, one of my neighbors warned me that the conductor had been staring at me through the door of the coach behind. Now he came in and, standing over me, asked, "Do you belong here?"

I said, "I do."

He walked out, obviously unconvinced. At intervals, he or the other conductor on duty would come in and question me. The conversations between us, loud enough to be heard by all the passengers in the coach, were pretty much the same:

"Lady, are you colored?"

"I don't know."

"Are you white?"

N.Y., N.Y.

"I really don't know. I think I'm a mixture."

"Lady, what are you?"

"I don't know sir, what am I?"

Conductor No. 1 would leave, puzzled by my affected British manner, to be replaced 20 minutes later by Conductor No. 2.

"Lady, do you belong here?"

New York, N.Y.



Negroes on Buses

Dear Sir: As a North Carolinian who has traveled much by bus in the South I share every emotion that Edgar Brooke described in his piece in *The Nation* of October 6. I am also aware that all the things he observed are exactly as he related them. None the less, I should like to offer a minority report. N.Y., N.Y.

Item. "The passengers reacted to this episode with apathy; no one said a word." How does Mr. Brooke know that all the passengers were apathetic? Silence does not necessarily denote apathy—or agreement. I have a hunch that some of the white passengers were decidedly uncomfortable. Some people keep quiet in such circumstances because they feel that any words they may say would only hurt the Negro worse. I have often heard even the most "superiority-conscious" Southerners express their distaste for such scenes. The one thing, it seems to me, that should not be overlooked is that most white Southerners—like most Negro Southerners—want above all to avoid conflict.

Item. Most drivers do not, so far as I have observed, make Negroes stand when there are white people standing, provided there are seats in the rear for Negro occupancy. Furthermore, in all

my years of bus riding I have never seen a single white passenger ask a Negro to rise. (I know, of course, that it has happened.) Similarly I have never seen a bus driver—and I am familiar with the type Mr. Brooke mentions—ask a Negro to give his seat to a specific white man or woman. I have seen them request Negroes, with varying degrees of politeness, to move farther back when in the course of the trip white people entered who would have had to sit to the rear of the Negroes. (Incidentally, it is not uncommon to see white men and women sitting on the back seat with Negroes while Negroes occupy a couple of seats ahead. It seems that for their own convenience they can put up with the Negroes' presence.) In North Carolina and Virginia I have often seen Negroes sitting farther front than the state laws permitted—and without any kind of comment from other passengers or drivers.

Item. It was unpardonable for the bus driver to shout: "You, nigger, get off that bus!" In fairness, however, to the Greyhound lines, many of whose practices I can see no sense in, I have seen, at least ten times, a bus driver refuse to permit men who had been drinking to enter. Of these all but one were white. I have seen bus drivers in their petty-dictator role refuse without apparent reason to let passengers with tickets enter, even when there were still seats available, but I have as often seen white people rejected as Negroes.

I feel that Mr. Brooke is too pessimistic about the future of relationships between Negroes and whites. Without being an idealist one can still report many incidents on the credit side of the ledger. 11-3-45

A story told by Lillian Smith, author of "Strange Fruit," in, I think, *South Today* is one that almost any liberal Southerner could duplicate. I tell the story from memory. In a crowded bus from Atlanta to Columbia, South Carolina, one seat is vacant—beside a Negro woman in the center of the bus. A blustering man enters, sees the seat, orders the woman to move to the rear. She explains that she is not well and that the vibration over the rear wheels would make her condition worse. The state laws of Georgia and South Carolina are of course on the white man's side. A gentle lady—a Georgian—gets up, addresses the man, saying, "Sir,

won't you have my seat?" She sits down beside the Negro woman. The significant thing to me is that at the destination everyone on the bus—except the blusterer—took the trouble to thank the Georgia woman for what she had done.

C. P.

Harrisburg, Pa., October 10

40-1945

Kentucky

SURPRISE! KENTUCKY HAS NO JIM CROW LAW ON BOOKS

Chicago Defender
Chicago Illinois
LOUISVILLE.—Segregation in Kentucky is all in the mind—
it's not on the law books.

This is the opinion handed down last week by State's Attorney
Eldon S. Dummit.

However, at the two local railroad stations and the Greyhound
Bus terminal separate waiting rooms for Negroes and whites are
clearly marked. And throughout Kentucky Jim Crow facilities
are operated.

9-8-45
In a letter to the Kentucky Bureau of Negro Affairs, Dummit
declared: "From an examination of the Kentucky Revised
statutes, we find nothing which requires separate waiting rooms
for colored and white people in either bus or railroad stations."

Recently, Rep. A. Clayton Powell of New York City blamed
Negroes in Kentucky for submitting to segregation. In an article
in PM, New York newspaper, Powell charged:

"Kentucky Negroes are permitting themselves to be segregated
at train and bus terminals, and there is no Kentucky law for the
separation of races."

The Jim Crow set up has touched off several bitter fights. The
most serious was the brutal attack on three Negro WACs by
police for entering a "white" waiting room at an Elizabethtown
bus station.

Bus Company Head Admits Evils Exist

EDITOR'S NOTE — After purchasing a bus ticket to Columbus, Ga., Mr. Young was held off the bus by the driver until white passengers had taken all the seats. Mr. Young protested to the dispatcher who informed him that if he wanted to ride, he could stand up. Mr. Young filed a protest with the Interstate Commerce Commission. When he reached New Orleans, he went to see the Commission representative there. He arranged a conference between Mr. Young and H. Vance Greenslit, vice president of the Teche Bus Company, against which Mr. Young had complained. The following story covers that conference.

By JOHN H. YOUNG III

NEW ORLEANS—Upon arrival in this city, I immediately contacted Arthur R. Abercrombie of the Interstate Commerce Commission to see what had happened to my complaint. He informed me that he had taken my complaint up with H. Vance Greenslit, vice president and general manager of Teche Lines. He added that Mr. Greenslit had handled the complaint favorably. He arranged an appointment with Mr. Greenslit for me and I went directly to see him. I asked Mr. Greenslit if it was the policy of his company to practice such discrimination against Negro passengers. He said that it was not, but that the crowded conditions of bus travel almost made the situation one that could not be handled without incident.

He pointed out that the company was having manpower trouble like others; that, in many cases, they had to be satisfied with the type of driver that failed to carry out the policy of the company. I asked him what was done when a driver was reported as violating the policy of the company. In reply, he said that such a driver was disciplined.

I THEN REMINDED Mr. Greenslit of the great responsibility of bus lines to conduct their business in such a manner that would prevent violence in the post-war period. I pointed out to him the growing resentment and anxiety on the part of Negro passengers relative to the treatment accorded them on buses.

"I recognize this as a great and serious problem. We are going to do everything in our power to handle the matter with least friction," he said.

Mr. Greenslit was then asked if he allowed his drivers to carry arms.

"We have not authorized any carrying of arms," he said. "Our drivers are ordered NOT to carry

arms," he added.

I THEN BROUGHT up the matter of the vicious curtain now being used to separate the Negro section of buses (These curtains hang from the top of the bus to the middle of the seat. Made of leather, they have small "peep holes" of glass).

Mr. Greenslit said that these curtains were required by law in Mississippi. He agreed that the curtain was a disgrace, but said that there was nothing that he could do about it since the State of Mississippi had passed a law which even regulated the design and dimensions of the curtain.

THIS MISSISSIPPI law on the curtain is far-reaching. Mr. Greenslit pointed out that because of the great penalty provided should one of his buses violate this law, he is afraid to risk allowing his drivers to put up the curtain only on reaching Mississippi territory. This accounts, he said, for the presence of the curtain in all States (five) in which his company operates.

I then told Mr. Greenslit that it was the opinion of many Negroes that many situations of violence on buses had been provoked simply because the driver called some Negro passenger by a disrespectful name. I asked him if he would consider the use of some common name for all passengers. I explained that there was precedent for this since many businesses in the South insisted that their clerks refer to ALL buyers as "customer."

MR. GREENSLIT then said that it would be next to impossible to insist that his drivers call Negroes "Mister." I told him that I felt that the word "passenger" could be used to identify all. It was my opinion, I said, that Negroes would much rather be called "passenger" than "boy," "uncle," "girl" or some such term. Mr. Greenslit agreed to consider the matter for immediate action.

Returning to my complaint, I asked Mr. Greenslit what had been done about it. He produced a copy of a letter that he had directed to all of his personnel. While creating no millenium, this letter does at least explain the policy of the company. Further, it leaves no doubt in the minds of Negro passengers as to their right to occupy the section reserved for them no matter how many white passengers are aboard.

A copy of this letter appears elsewhere on this page.

IT WAS APPARENT that segregation was a great handicap to the operation of his business, so I asked Mr. Greenslit if he planned a new design of bus for the future. He said that buses, in the future, would be designed on a two-level or doubledeck principle. He hoped that this would go a long way towards meeting the problem of segregation.

It must be remembered that Teche is only one of several bus lines operating in States, where segregation is practiced. What about the others? After investigating the matter thoroughly, I believe that Negroes should pursue this action:

(1) Compile as many bus "incidents" of seating as possible; (2)

Louisiana

Make sure that these incidents involve ALL of the bus lines operating in the South; (3) Place these incidents before the Interstate Commerce Commission in Washington and ask for a public hearing which representatives of all of the bus lines involved would be compelled to attend.

THE COMMISSION would have two courses to follow: (1) Order these lines to conform to a certain policy; (2) If there were further violations of the policy as ordered by the Commission, impose fines and other penalties on the bus lines.

The matter of discrimination against Negroes on buses is one that must be settled prior to the return of Negro soldiers to the South. Negroes owe it to their soldiers. The South must recognize in its solution of this bus problem a debt of gratitude and insurance for the future peace of its section.

'If You Want To Ride, You Can Stand Up'

NEW ORLEANS—Travel by bus in the Southern States is a hazardous experience for Negroes. They are discriminated against in a way which often leads to humiliation, insult and violence. The peaceful return of Negro soldiers to their various communities may succeed or fail on this one issue.

The above thoughts were running through my mind as I purchased a bus ticket for Columbus, Ga. I walked up to the loading point in the Atlanta terminal and took my place in line. Notwithstanding the fact that I was about third or fourth in line, the driver continued to reach around me and take the tickets of white passengers. Finally, he took my ticket and I boarded the bus.

White passengers had completely filled the bus and were even sitting behind the curtains in the section supposedly reserved for Negroes. I, of course, objected. The driver, M. B. Hollis, said that there was nothing that he could do about it.

LEAVING THE BUS, I sought out Clyde Reece, the dispatcher, and made my complaint to him. While I was talking with Mr. Reece, the driver came up and asked Mr. Reece what should be done. Mr. Reece said that they couldn't afford to ask the white people to get up. To me he said: "Boy, if you want to ride you can stand up."

I noticed that there were two Negro soldiers standing in the aisles. Also standing was a Negro civilian. On the ground a Negro woman, with three children, was not even to be allowed to board the bus.

LEAVING THE terminal, I filed a protest with William Addams of the Interstate Commerce Commission.

He pointed out that although such seating had been clarified on railroads because of numerous court decisions of national importance, no such court action had been made relative to the bus lines. He agreed to file my complaint with the officials of Teche Greyhound Lines in New Orleans.

In the meantime, I wrote a letter to Mr. Addams to be forwarded to the Teche officials. This letter pointed out that this was only one of many such acts of injustice being practiced against Negro passengers.

Bus Victim Is Notified To Be In Court Feb. 16

1-27-45
Another American citizen was subjected to brutality on one of the infamous Galvez Street buses of the New Orleans Public Service Service last Tuesday afternoon, January 16, when bespectacled Mrs. Beulah Jones, 42, who resides at 2031 Lapeyrouse Street, was attacked by a "wha-at (white) man from Atlanta (Ga.)" as he accused her of walking in front of him as she hurried to board the Galvez bus. Mrs. Jones had the misfortune to be a passenger on a Galvez Street bus on September 26, 1943, when the bus driver had all the colored passengers on the vehicle arrested for an alleged disturbance. It was later found that all persons charged at the time were innocent. 1-27-45

From all indications, the entire affair had been "hushed up," however this paper has attempted to bring the disgustingly "Nazi-like" incident to light for public airing.

According to information obtained from Mrs. Jones, who is a well known finished dressmaker and is highly respected by colored and white families of the community alike, she had gone to town to obtain an automobile license plate and was returning home, having just left the West End street car to transfer to the Galvez bus at about 2:30 o'clock last Tuesday afternoon. As she attempted to make her way to the bus entrance at Canal and Galvez streets, a white man told her: "What do you mean, getting in front of a 'white' man?" However, Mrs. Jones didn't know that he was addressing her and continued to walk toward the bus. He then told her in no uncertain terms that he was referring to her, to which she replied that she hadn't even noticed him and that she had only walked on the sidewalk and didn't think there was any law against that. Where upon he took an instrument, which she believes was a chisel, and struck her over the head several times, endangering her eyes since she wore glasses. He then boarded the

bus. 1-27-45
With blood coming from head, Mrs. Jones followed him on the bus and stood in front of him as he yelled to her to go on to the back or "he would give her some more." Infuriated, she attempted to grasp the "screen" so she might use it as a weapon. However, the bus driver, a woman, told her to put the screen down. Mrs. Jones then went to the back of the bus. At no time did any of the other Negroes waiting for the bus or on the vehicle make an attempt to assist her. 1-27-45

When the bus reached Galvez and Lapeyrouse streets, Mrs. Jones attempted to strike her assailant as she left the bus. However, six white men on the bus grabbed her and pushed her from the rear door of the bus. Her assailant told her that he was from "Atlanta and n—rs had no right to walk in front of a 'white' man." The bus driver, No. 5, then called the police and both Mrs. Jones and her assailant were taken to the Fifth Precinct Police Station.

When Mrs. Jones was called before the precinct captain and asked what had happened, she was allegedly told by the captain, "It's time somebody put you all in your places." However, Mrs. Jones said she was well treated at the precinct station. Both Mrs. Jones and her assailant were locked up, and she was told that she would be allowed to telephone anyone she wished "after roll call." She was allowed to leave the station and return home. 1-27-45

Mrs. Jones was summoned to appear in the Second Recorder's Court on Wednesday morning, January 17. However, Dr. Ernest Cherrie, her physician, advised to remain in bed the next day and she has been notified that she is to appear in court on February 16.

40-1945

Maryland

Lift Md. Jim Crow Law, Negro Run Out Of Town

Chicago Defender, 7/11.

2-24-45

STEVENSVILLE, Md.

bill to repeal the law restricting travelers on state transportation routes.

Although Negroes are seated without discrimination on the buses, and trolleys in the state's principal cities, persons travelling on trains and buses between one part of the state and another are required to be seated from the rear to the front of the vehicle.

Maryland Senate Votes To Abolish Jim Crow Travel

WASHINGTON (NNPA)—A bill which called the "Jim Crow" bill, but which abolished segregation on common carriers in the state of Maryland, was passed by the State Senate this week by a vote of 20 to 9. The law which had earned the title of "Lynch" shore because of mob action against Negroes on previous occasions.

The measure now goes to the House, where it is understood, it will encounter considerable opposition. There is some fear it may be pigeon-holed in committee, which has been the fate of similar bills during the last 40 years.

Several weeks ago Governor Herbert R. O'Connor wrote the Associated Groups for the Repeal of the Jim Crow Law in Maryland endorsing the organization's fight for the bill's repeal. "Many thousands of our colored citizens are engaged patriotically in this world-wide battle," the governor wrote.

"To deny them here at home basic rights and equalities while we are promising similar benefits to people of other nations seems entirely inconsistent. . . I trust that the law will be repealed," he said. The measure now goes to the House where it is understood it may encounter considerable opposition. There is some fear that it may be pigeon-holed in committee, the fate of similar bills introduced during the past 40 years.

End Of Jim Crow Travel Urged By Md. Governor

ANNAPOLIS, Md.—Repeal of Maryland's 40-year-old jim crow transportation law was urged this week by Gov. O'Connor. The state head asked the commission for study of problems affecting the colored population to give a formal expression on a legislative

ANNAPOLIS, Md.—Repeal of Maryland's 40-year-old jim crow transportation law was urged this week by Gov. O'Connor. The state head asked the commission for study of problems affecting the colored population to give a formal expression on a legislative

40-1945

Minnesota

"Carmen Jones" cast had to ^{Los Angeles, Tribune, Calif.} "know Joe" to get berths

MINNEAPOLIS — It took the Mayor of a city, one of its top Republican leaders, and a United States senator to get the road-weary "Carmen Jones" cast berths on the train from Vancouver, British Columbia, to St. Paul where the show opens tonight.

The show's advance agent, reaching St. Paul last week, was told the cast would have to ride a day coach from Vancouver, in spite of a large number of "dead-head" sleepers coming back East.

The agent appealed to Mayor John McDonough, of St. Paul; he wired the Office of Defense Transportation in Washington and contacted S. Edward Hall, Republican leader.

Mr. Hall wired Senator Joseph H. Ball, of Minnesota, in Washington, and that did the trick.

Senator Ball wired back that the Northern Pacific railway would be able to accomodate the Broadway show company with a sleeping car.

Jim Crow Town?

AFRO-AMERICAN
By RICHARD DIER

Is New York City a jim crow town? 6-2-45

This is not a simple question to answer. It involves serious thought and consideration which must be given to the progress and gains made by its large colored population while other large cities throughout the nation, particularly in the South, have been virtually at a standstill.

Another thing you can't afford to overlook is that if you label New York "jim crow," you can practically do the same to every town in the U.S., since this great metropolis unquestionably has the largest number of liberal and interracial groups actively fighting for a fuller measure of freedom for colored people.

Politically and economically, the colored man is better off here than anywhere else in the country. Baltimore, Md.

Nevertheless, I must view the overall picture to come to my conclusion. My answer is "Yes." New York City is a jim crow town. 6-2-45

Majority Practice J.C.

The majority of whites here don't believe in jim crow and don't like to read or hear of its practice. Nevertheless, they themselves practice it in everyday life.

Jim crow follows colored people all over New York. Never are they allowed to forget it, from the time they get up in the morning until bedtime at night.

Let a colored man try to get a room in a hotel . . . and see what happens. Let him try to get a decent job in a department store or a clerical position.

Schools Bar Colored

Let him try to get into the dental and medical schools, if he's interested in practicing these professions . . . and he'll soon find out just how far his application will go. Despite vehement denial by the colleges, the racial quota to bar colored students is as much in force now as it was in pre-war days.

Sure, New York has free schools. A colored man can even attend City College or Brooklyn College, tuition free. But what good is his education going to do him when he gets out and finds he can't get the job he studied for?

Job Barriers Cited

Take the case of Dr. May Chinn, one of the most prominent colored physicians in New York and a cancer specialist, who told the AFRO that she had to begin the practice of medicine because she could not get the research job she had originally wanted and studied for. 1-1-41

Everywhere she went, she was turned down because of her color. Fortunately, she turned jim crow to her advantage and has become a great doctor. What about the others who have not been so fortunate?

Despite the labor shortage during the years of war, department store owners have hired colored employees in unbelievably small numbers. One store with 1100 employees has only six colored people on its payroll.

In 95% of the cases, all have been hired to work at very menial jobs, despite their qualifications, even when they are college graduates: as stock clerks, elevator operators, porters, and in cafeteria jobs. 6-2-45

Proof: Bad Housing

The segregation of the colored population to New York's most dilapidated and unsanitary districts is a crime which can be laid at the door of landlords and white tenants alike.

Landlords are afraid to rent apartments to them for fear that this will depreciate their building values. This is as stupid as it is vicious. Whenever a colored tenant has been allowed to move into a white neighborhood, some landlords, getting wind of this, have suddenly been seized with a fit of fear and have run to sell their houses.

Naturally, a rush for quick sales was begun and real estate values fell. Prospective buyers were able to buy at a premium and the sellers took a loss.

Not Racial Matter

It has been proved over and over again that colored tenants keep their apartments in just as good condition as whites. If they are given broken-down quarters to begin with, you can hardly expect them to keep things in good shape.

White tenants are equally responsible in keeping out colored from decent neighborhoods. Even if a landlord sometimes want to rent to a colored family, whites threaten to move out, and he is forced to change his mind.

This is a paradox on New Yorkers who are perfectly willing to sit next to colored people on trains, buses, and trolleys, but unwilling to live in the same house with them. 6-2-45

When they read about discrimination in liberal newspapers like the New York Post or PM, they are shocked and take a saintly attitude . . . as if they are above such criticism.

As long as colored New Yorkers are segregated to filthy districts like Harlem and the Bedford-Stuyvesant area of Brooklyn; as long as they are not allowed

to move to better neighborhoods and raise their children in happier and more healthful surroundings; and as long as they are denied their rights to equal opportunities in employment according to their qualifications . . . New York City will remain a jim crow town!

longer discriminate against colored passengers with impunity." Mrs. Wilkerson was represented by Osmond K. Fraenkel, attorney, of New York.

Chronology of the case follows: Feb. 1944—The act of discrimination occurred.

Dixie Railroad Settles Dining Car Jim Crow Suit on Eve of Trial With \$1,000

NEW YORK—The suit in February, 1944 by Miss Yolanda Barnett, now Mrs. Doxy Wilkerson, against the Texas and Pacific Railroad Co., charging dining car discrimination, has been settled out of court with the payment of \$1,000 damages.

Announcement of the settlement was made Tuesday by Mrs. Wilkerson, who is interracial secretary of the YWCA National Board.

The case pending in the courts since March 1944 set a legal precedent in establishing the right to sue a southern railroad in the courts of northern states where the railroad does business, but does not operate.

Refused Dining Service

Mrs. Wilkerson in her suit charged the railroad with assault and violation of civil rights when she said she was refused a place in the dining car by a conductor who subjected her to "rough and humiliating treatment."

At the time of the incident, Mrs. Wilkerson was a passenger on the "Sunshine Special" en route from St. Louis to Dallas. The case was settled on the eve of trial.

Throughout the litigation, Mrs. Wilkerson received the backing of the YWCA, whose National Board president, Mrs. Henry A. Ingraham, wrote a scorching letter of protest to the railroad.

Concerning the settlement, Mrs. Wilkerson said:

"It is with genuine reluctance, and only upon the strong insistence of legal counsel, that I accept this monetary settlement. My whole purpose was to establish a legal precedent against racial discrimination in interstate transportation. Expenses to date exceed the amount of settlement."

"At least two things have been accomplished by this inconclusive litigation," she said. "First, the right to sue this southern railroad in a northern jurisdiction where it does not operate has been established for the first time."

"Second, the Texas and Pacific railroad and other southern companies have been made aware, once again, that they can no

longer discriminate against colored passengers with impunity." Mrs. Wilkerson was represented by Osmond K. Fraenkel, attorney, of New York.

Chronology of the case follows: Feb. 1944—The act of discrimination occurred.

March, 1944—Damage suit filed in the Supreme Court of New York County.

April, 1944—Complaint filed with the Interstate Commerce Commission.

June, 1944—Federal District Court Judge, New York City, ruled that New York courts lacked jurisdiction in the case, since the company did not "do business" in the State. Appeal against this ruling filed.

Nov., 1944—Hearings before the Interstate Commerce Commission in Dallas, Texas. Circuit Court of Appeals reversed lower court ruling, by two to one decision, thereby establishing the right to bring suit in New York.

July, 1945—Interstate Commerce Commission ruling avoided discrimination issue and held that half an hour was not too long to wait for dining car service during wartime.

Nov., 1945—The case was scheduled for trial on November 19. It was settled out of court on Nov. 20.

Railroad Sued for \$25,000 by Woman

NEW YORK—Charging that she and her five-year-old son were beaten while passengers on a Seaboard Air Line Railway train on Aug. 7, Mrs. Nina Beltran of the Bronx has filed a \$25,000 suit against receivers for the railway.

In the suit, instigated by the International Labor Defense, Mrs. Beltran says that she was en route to Columbia, S.C., and had entered the "white coach" because she could find no seats in the jim-crow train.

Continuing, she says that she moved temporarily to a coach reserved for whites. Then leaving it to determine whether there were any seats in the jim-crow coach, she returned to the car in which she was sitting.

Mother, Child Hit

When the train stopped in Hamlet, N.C., she adds, a local policeman called by the conductor entered the car, struck her and or-

Mother, Baby Victims of Jimcrow Cruelty On A Passenger Train

Special to Journal and Guide which she traveled from New York to Henderson. This case brings to light the insistent practice of the railroads to undertake to make interstate commerce regulations conform to intra-state laws. In filing the complaint with the railroads, Attorney Williamson stated: "We are inclined to think that she (Mrs. Johnson) had violated no law, and that she was traveling as an interstate passenger, and no state has any power or authority to regulate interstate commerce." 1-20-45

Mrs. Elizabeth Johnson, who resides in New York, had purchased a coach ticket from New York to Jacksonville, Fla., where she was going to be at the bedside of her brother who was desperately ill. She was taking with her to Florida her 16-months old baby.

BUYS TICKET IN N. Y.

The Seaboard's Florida trains leave New York on the Pennsylvania Railroad and the complainant in this case stated that she purchased a ticket at the Pennsylvania station and boarded a Pennsylvania Railway coach. When she reached Richmond, Va., the conductor ordered her to give up her seat and go into another coach. This she declined to do and when the train reached Henderson a few hours later she left the train when police officers were called and threatened to arrest her and her baby.

Mrs. Johnson told her attorney that she was put off the train about 10:00 p. m., and had to remain in Henderson possibly 20 hours, most of the time in the station, before she was able to get another train to her destination. After the experience the woman's baby became ill and has been under the care of a physician since. 1-20-45

When she was put off the train at Henderson, Mrs. Johnson sought the advice the next morning of Attorney Charles Williamson, who has filed her complaint with the Pennsylvania Railroad and Seaboard Air Line. the two roads over

Mr. Williamson is the attorney who conducted the celebrated Kittrell College case involving Bishop M. H. Davis and his colleagues on the Board of Trustees. This case concerned the disposition of certain endowment funds and resulted in the bishop and other members of the board being directed by the Court to restore the sum of \$42,840 which the Court held had been illegally disposed of.



MARGURETTA NICHOLSON

As the train arrived here sheothers to move into the Jimcrow was removed from the car aftercar. Because there were no seats the chief of police had slappedfor her or her child, Mrs. Beltran her on each cheek, knocked offher glasses, struck her in the nose causing it to bleed and re- viled her. 8-18-45

At a hearing she was given the alternative of paying a \$25.00 fine or

WAC, Defying RR Bias, Beaten & Jailed in N. C.

(Special To The TRIBUNE) 8-18-45

HAMLET N. C.—A member of the Women's Army Corps, T-5 Marguretta Nicholson of Willow Grove, Pa., was brutally assaulted and jailed last week by the chief of police here, when she was forcibly removed from the Seaboard Air Line train on which she was returning to Fort Jackson, S. C.

According to the beaten woman's story, she had been home on a three-day pass visiting her father, Rev. James Carter Williams and was on her way back to camp. She had fallen asleep on the train and was awakened somewhere below Washington and told that she must move into another coach.

She went into the next car where she saw another colored woman and took a seat. A porter came through informing them that they would have to move. This time she refused.

spending 30 days in the Rockingham County Jail. She chose the internment but described the jail as crawling with filth and vermin.

After spending two days of incarceration, she was released when the local of citizenry heard of her plight and enlisted the aid of the NAACP.

Cpl. Nicholson is married to Cpl. Joseph Nicholson who is serving in one of the foreign theatres of war. She has been in the service for two years.

A case against the railroad and the police is being prepared by the NAACP.

Negro Mother, Child Beaten; Sue Railroad

Attorneys acting at the request of the International Labor Defense have filed suit for \$25,000 damages against the receivers for the Seaboard Air Line Railway for complicity in beating up a Negro woman passenger and her infant son, the ILD announced yesterday. "In Mrs. Beltran's case the railroad is clearly responsible and the evidence is unimpeachable. We have them dead to rights and the suit will be vigorously prosecuted. We hope this action will help in encouraging all enemies of Jimcrow to battle it out until the vicious system is abolished."

Mrs. Nina Beltran of New York and her five-year-old child were the victims of the assault near Hamlet, N. C., Aug. 7. Mrs. Beltran was traveling to Columbia, S. C., with her child. Because the Jimcrow car was full, she and a number of other Negro passengers sat in the next car. The conductor ordered her and the

At Hamlet, N. C., the conductor recalled a local policeman, who, at the conductor's request, struck Mrs. Beltran and tried to force the five-year-old boy to carry a heavy suitcase into the Jimcrow car. When the child could not lift the bag, the policeman, encouraged by the conductor, struck him and knocked him to the floor.

Mother and son were finally pushed into the Jimcrow coach, where they stood the rest of the way to Columbia, S. C. 4-20-45

STILL UNDER DOCTOR'S CARE

At Columbia, Mrs. Beltran was so ill she went to the station agent, who, realizing the responsibility of the railroad for her serious condition, arranged for her hospitalization for nearly two weeks at railroad expense. Mrs. Beltran, who lives in the Bronx, is still under medical care because of the injuries she received at that time.

Samuel Shapiro, of Neuburger, Shapiro & Rabinowitz, filed the suit on behalf of Mrs. Beltran.

"The facts in this case are not unusual," Louis Colman, ILD secretary, said in announcing filing of the suit. "These cases of bestial brutality against Negro people in the enforcement of the barbaric segregation laws of our Southern states are all too common. Unfortunately, in most cases the victims fail to keep the necessary data and obtain the names of essential witnesses, or else they simply do not know their rights and conse-

Negro Mother, Suing Railroad, Tells Her Story of Assault

Daily Worker

New York, N.Y. 11-22-45

11-22-45
By EUGENE GORDON.

If a "crime wave" is sweeping the country it is directed against the Negro people. Mrs. Nina Beltran, 46, of 686 Union Ave., Bronx, said yesterday. Mrs. Beltran had filed suit Monday for \$25,000 damages against the Seaboard Air Line Railway Co. for complicity in an assault she and her son suffered on that railroad Aug. 9.

"I had heard that colored people traveling in the South were sometimes mistreated by white bus drivers or trainmen," Mrs. Beltran said, "but I never imagined it would happen to me."

Mrs. Beltran, a needleworker, has lived in New York since she was 14. She was on her way to visit friends in and around Columbia S. C., when she was assaulted.

"The train was practically empty until we got to Washington," she said. "Then it filled up, chiefly with soldiers, all white."

She and another Negro woman sat together. A few other Negroes, who had got on in New York held their seats.

"Some time after midnight an M. P. took the soldiers' tickets and the regular conductor took the others, but nobody said anything to us until 9 a. m., when the conductor ordered all the colored passengers to go up front. By this time the car was almost empty again and there were plenty of seats."

She went with other Negro passengers to the Jimcrow car, but, finding it so crowded that she could not enter, they returned to their former seats.

"The conductor asked a colored woman ahead of me if she intended to move or should he call the police. When he had gone, she came back and suggested that we go up to the Jimcrow car, because, she said, we can't do anything by ourselves. She went, but I stayed where I was, having bought a through ticket and knowing there were no seats up front." 11-22-45

At Hamlet, N. C., the conductor brought a city policeman who, demanding what was "the matter," ordered Mrs. Beltran to move forward. He punched her in the side, knocking her down, when she pro-



Mrs. Nina Beltran and her six-year-old son, Jimmy, who were beaten by a Hamlet, N. C., policeman because the mother insisted on her right to the through passage she had bought in New York. The boy, undersized for his age, was knocked down when he could not obey the policeman's order to lift the mother's heavy suitcase.

tested that her ticket had called for through passage. Further protest brought his retort that she take it up with agents at the Pennsylvania Station in New York.

"I told him I would have to take the boy in first and come back for the big, heavy bag," Mrs. Beltran said, "but he ordered this frail six-year-old child to carry the bag. The child was scared and tried to pick it up. When he couldn't, the cop kicked the bag and it skidded along the aisle, knocking the child down and bruising him."

The complaint, filed at the request of the International Labor Defense by Samuel Shapiro, of New York, Shapiro & Rabinowitz, 61

Broadway, was served on Leigh R. Powell, Jr., and Henry W. Anderson, receivers of the Seaboard Air Line Railway Co.

*Today's
Spotlight*
by
H. S. Hughes
OKP
Black Dispatch

The Jim-crow laws of the South, which provide the basis established racial discrimination and segregation on buses, street cars, and trains have proved major problem in the operation of such public utilities during the transportation crisis, and it need be no surprise if, under existing circumstances, that problem provides news for tomorrow's front page.

The evils of the system are not confined to any certain section of the south. They exist in every state where there is a law providing for the separation of the races in common carriers and the only difference is the extent to which Negroes are deprived of their rights to equal opportunities and privileges in travel. 8-18-45

Oklahoma is no exception to the rule. In an attempt to camouflage their real intent, those who were responsible for the statutory provision on the basis of race and permits the other nine-tenths to mingle freely, irrespective of color, nationality, personal hygiene, subversive tendencies, or what-have-you, wrote into the law that beautifully worded phrase "equal accommodations." But nobody in Oklahoma believes that the farmers of the state's Jim-crow laws ever intended that Negroes should have "equal accommodations" in travel, or anywhere else the law applies for that matter.

Webster defines "equal" as meaning "of the same degree with another, with each other, as in magnitude or value, neither greater nor less; like in quality, status, or position." He defines "equality" as "sameness in rights, measure, or degree."

Now let's take a look at the "equal accommodations" (provided by law) on the trains that furnish transportation in this state. If the pigmentation of the traveler's skin is so deep that he cannot hide his racial identity, he enters a waiting room designed as the

"Waiting Room for Negroes." It makes no difference whether he has acquired the culture of generations or the wealth of Croesus or the wisdom of the ripest scholars, he must enter through those portals. Inside, he stands at the ticket window (on his side) until the passengers on the other side are accommodated. The aroma of coffee and delicious food from the lunch room on the "other side" may attract his attention, but he finds no lunch room in the "Waiting Room for Negroes" where he may satisfy his hunger, quench his thirst, or appease his longing for a cigar—even if he is a wounded veteran.

8-18-45
He finally attracts the attention of the agent, buys his ticket, lugs his baggage down the station platform past the conductors and porters who stand ready to assist white passengers, until he reaches the coach next to the baggage car or the engine. He scrambles aboard and enters a coach likewise marked "For Negroes." Other coaches have reclining chairs with covers, separate toilet accommodations, etc., but the coach he enters has only one toilet and is equipped with "straight-jacket seats."

8-18-45
The town for which he is bound cannot be reached by train and he must take a bus the rest of the trip. He joins the throng waiting for taxicabs to transfer him to the bus station, but the drivers ignore him until one, a little kinder than the rest, tells him that white cabs do not haul Negroes. Sans the service of a Negro cab, he lugs his baggage across town to the bus station.

8-18-45
Here, too, he finds the separate and "equal accommodations"—the hole in the wall for Negroes; the spacious quarters for whites, with lunch room, soda fountain, news stand, etc. A native son tells him that he might secure service in the kitchen of the lunch room.

After several futile attempts, he boards the bus. The one seat reserved for him and his kind (in the rear over the back wheels) has been taken by whites and he reconciles himself to the necessity of standing for the rest of his journey. He protests to the driver that the law requires that ONE seat be reserved for him, but his protests are ignored. Another fifteen miles, a passenger alights, and he drops into a vacant seat in the middle of the seat. But, alas, he finds that he has committed an unpardonable sin! He is

ordered up, humiliated, and embarrassed, but fully aware of his status as an American citizen.

This scene is being enacted all over Oklahoma and all over Dixie everyday, and nothing is being done about it. Fairminded white leaders know that there is dynamite under the situation that exists—enough dynamite to rock the very foundation of our social structure—but they are perfectly willing to continue their complacency until the thing irons itself out. They know that reports of unfairness, injustice, and inequality in the enforcement of Jim-crow laws are becoming more and more irritating to those who suffer abuses and that protests are growing more vigorous and demands for relief more insistent. They know that there is little assurance that the suffers will be any more inclined to "grin and bear it" when the war is over and the millions of Negro GI's begin their homeward.

8-18-45
To those who shape the destiny of the nation, the change in the attitude of the masses of white Americans toward Jim-crow transportation is inescapable. Inconveniences of travel and crowded conditions have taught them that a seat's a seat, and for the first time in their lives many of them have had the opportunity to know that it is possible to occupy a seat with a Negro in a bus or train or eat at the same table with him in a lunch room or a diner without running the risk of being quarantined for leprosy or having to submit to "social equality" the next day.

And, perhaps, the most important of all, is the conversion of the white GI whose association with his Negro buddy overseas is still fresh in his memory. Most of those reared in the South have been taught all their lives that one tenth of America's melting pot was unrefined black ore and all the finest of pure metal and that never the twain should mix. But having walked through the valley of the shadow of death with their comrades in black, many of these men will surely question a kind of justice that is tempered with prejudice.

The South's Jim-crow is only a problem today, but the events which occur in its solution may make headlines tomorrow.

Kansas Ministers Ejected From Bus

Black Dispatch
OKLA. CITY, OKLA.
"Stand Up or Get Off," Bus
Driver Demands of Negro
Passengers

3-24-45

While men are dying for four freedoms the world over, some are trying hard here in Oklahoma to see to it that the Negro does not have one freedom, as was brought out Saturday night when Rev. DeWitt T. Alcorn, presiding elder of the Coffeyville (Kansas) district of the C. M. E. church, was ejected by Sapulpa police from Union Bus No. 207, driven by B. W. Stevens, in Sapulpa, 9:30 o'clock, as he was on his way from his home in Coffeyville, Kans., to Boley, Okla., where he was to hold a quarterly conference with Rev. S. P. Lewis and Rev. A. B. Walker of that community. He left Tulsa at 8:15 for Okmulgee, where he was to change to an Oklahoma City bus to Boley. The back seat was filled with five colored passengers. A white woman courteously moved from the next seat to the rear on the right side to a seat on the opposite of the aisle and Rev. Alcorn and Mr. Eugene Mitchell, 1004 North Williams, Okmulgee, Okla., a defense worker in Tulsa, were seated before they left the terminal in the Tulsa station. The minister and worker rode agreeably until the bus arrived in Sapulpa (the home of the father-in-law and mother-in-law of Gov. Thomas E. Dewey) and a white woman passenger and another man whom the bus driver misunderstood to be white, but who is a well known colored citizen of Okmulgee, approached the bus and got on. The bus driver, a moronic, chubby, dark-skinned white man, named B. W. Stevens, yelled, "You boys will have to stand up or get off." Receiving no response, for there were no boys on the bus—Rev. Alcorn is past forty and weighs 225 pounds and rides in a clergy certificate—he again stormed, "Ha! Ha! You two colored boys in those two seats will have to stand up or get off. Either one suits me."

Rev. Alcorn then spoke up and asked the question, "Why would they have to either stand up or

get off? We got our seats in Tulsa ticket. He lives in Beggs. Mrs. sa. We are seated in the next Janie Murphy, graduating student seats towards the rear. We have of Madame C. J. Walker Beauty ridden here." Whereupon the bus college, Tulsa, also got off. They driver decamped and went into all suffered loss of their fares. the bus depot and began telephone. Later, the group boarded a train ing. In about five minutes two where there was ample conven- Sapulpa police officers arrived and hence, the porter moving the "sign" boarded the bus and demanded that curtain order to accommodate the the two colored passengers get off. group with seats.

A crowd of ten or fifteen whites gathered. But the quiet, undisturbed manner of the minister alarmed the bus driver and the police. Rev. Alcorn called by long distance Mr. Roscoe Dunjee, president of the Oklahoma Conference of Branches, NAACP, of which the minister is an old member. He

Rev. Alcorn said to the police, also called Dr. W. E. Anderson, "Well, you have taken me off the bus because you contend or the bus driver contends, I imagine, because he hasn't said, that I am violating some of his wishes, or is it law? If I have violated the law, then I think I should be arrested and placed in jail as any other violator. I want no favoritism. I have preached law observance all my life and that the law should be no respecter of persons, so if I have violated, it's your duty to arrest me and incarcerate me." One of the officers then asked, "What are you?"

Rev. Alcorn answered, "A lawyer." They said, "No, we are not arresting you. We just simply got you off the bus because we were asked to do so." After the lawyer-minister assured them that the bus driver was in error, they said, "Well, that's the bus' business." But they left.

Rev. Alcorn asked that his luggage be given him. The driver offered to return his ticket. He said, "No, I have a receipt for my ticket. That is sufficient. I have an important engagement, and since I can't ride your bus I will find other means of making my trip and find out where this strange rule comes from."

Stevens showed considerable nervousness and began to telephone some more. By this time Miss Juanita Davis, Langston university junior, who was en route home for the week-end in Okmulgee, led the other colored passengers from the bus in protest. "I will walk home," she said. "I have two brothers fighting across the sea to try to make a better world in which every human being can have ordinary decent respect, so I guess I can suffer some too." Prof. L. P. Johnson, Langston university graduate, '29, and teacher of science in Booker T. Washington high school in Ponca City, got off and demanded the return of his

Oklahoma

Miss Davis says the matter of bus travel abuse will be brought before the students at Langston university. Rev. Alcorn is to appear before all of the C. M. E. ministers in their winter council Wednesday and Thursday at Okmulgee.

The amazing thing, when Rev. Alcorn boarded the Santa Fe Tailway No. 483, driven by a Mr. Davis, at Okmulgee, by this courteous operator he was not only given a seat, but was seated beside all the other whites since the passengers on the back seat were white. There were two colored women who were seated by this driver precisely where Stevens had told Rev. Alcorn and Mr. Mitchell to get up.

In an interview in Okemah with Operator Davis, he said that he never asked any passenger to get up to give someone else a seat. "First come, first served. How else could you operate? That's the instructions."

The white passengers are said to have disapproved of the procedure of Stevens in removing Rev. Alcorn and Mitchell. One white girl, identified as "Red" by her soldier friends, expressed herself. "These bus drivers are awful." In Okemah Saturday afternoon, Atty. Hugh Coleman Nolen and Atty. Clyde F. Ross expressed the opinion the transportation company was certainly wrong. Judge Nolen said, "Let me bring action. Who gives a bus driver the right to abuse anybody?"

3-24-45

SANTA FE CONDUCTOR THREATENS ARREST OF NEGROES WITH SEAT RESERVATIONS ON THE RAMBLER

**Passenger Agent Says He Will Discipline
Conductor in Charge From Purcell**

WHITE PASSENGERS CONGRATULATE MINISTER

Black Dispatch

Because a Santa Fe conductor refused to honor seat reservation he and his party had secured, and held in their possession, from Kansas City to Fort Worth and return, Rev. Richard H. Dixon, pastor of Park Avenue Baptist church, has written a protest to T. H. Gallaher, passenger traffic manager, Chicago.

Rev. Dixon and his party were passengers on the Santa Fe, June 2 en route to Fort Worth where they attended the National War Bond and Stamp Institute of the National Baptist Convention, and where more than \$30,000 in bonds were purchased.

"We got along all right from Kansas City to Fort Worth, and from Fort Worth back to Oklahoma City, but the conductor who manned the train at Purcell, Okla., came to me at Oklahoma City, demanding that I get up in the jim crow section. I produced my passenger checks but would not hand them to him when he demanded them, and he then told me I was impudent; but I knew that these seat reservations were the only evidence I had to show that the Santa Fe had contracted with me to carry me back to Kansas City in the coach where I was," said Rev. Dixon.

"We were in the club car and I later discovered that the conductor was in actuality attempting to get us out so that when the races started coming in over the radio the folk back in the day coach and the Pullman cars could listen.

"While we were at dinner, while the train was standing in the station in Oklahoma City, the conductor took our luggage and piled it up in a section, but still in the observation car, and he came in to me and said, 'I want you to sit in a section in that coach and I have called Mr. Anderson and he says it is all right.' Before then he had told us he was going to have the officers put us off in Oklahoma City, and since his tone

was conciliatory I readily said it was all right and that we would ride in the section he had designated.

"But when we arrived back in the coach we discovered the conductor had piled all of our baggage up in the seats where we were to sit, and I took my luggage



REV. RICHARD DIXON

and placed it in one of the 13 vacant seats I discovered in the car.

"When the conductor returned he announced in a loud voice, 'You must understand that you're not going to take this whole train.' I did not take the time to tell him that I had paid for five seats and that one of my party had stopped off in Ardmore. To avoid further trouble I simply took the baggage from the seat where it was and placed it immediately beside our seats.

"Even after we had gotten over the Kansas line, this conductor came to me and said, 'Reverend, make good of this ride for I am

going to see that you never get on my train again," said Rev. Dixon.

White passengers on the train came to Rev. Dixon when he reached Kansas City and congratulated him for his forbearance and balance under difficult conditions imposed by the conductor. One of them gave Rev. Dixon the name of the conductor and told him to write in protest against such treatment.

There follows the letter received from the passenger traffic department of the Santa Fe. It shows that if more Negro passengers would write letters of protest when discrimination lifts its ugly head, something would be done about it:

"Your letter June the 12th recites an unfortunate experience with a train conductor on our railroad.

"We appreciate your thoughtfulness in bringing this incident to my personal attention because it will enable us to immediately straighten out this passenger train conductor for a proper performance of his duties. We not only appreciate constructive criticism but we actually invite and solicit such comments because first-hand information from our patrons is most valuable in our sincere effort to provide a satisfactory transportation service.

"I frequently have letters of criticism from some of our patrons protesting against discourtesies upon the part of colored chair-car attendants, porters, waiters, et cetera, but more frequently I have letters commending the courteous treatment from this same group.

"I incline to the thought that your experience is similar because the other conductors did exemplify to you the type of service we insist upon. Therefore I know you will not classify the Santa Fe Railway System, solely from the mishandling of the one train conductor.

"I am causing immediate investigation to be made and necessary and proper discipline will be taken to prevent repetition of any misconduct on the part of this conductor.

"Thank you again for bringing the matter to my attention.

"Yours very truly,

"T. B. Gallaher"

Denied Service On
Atlanta World
Diner, Dr. Mays
4-19-45
Tells Commission

WASHINGTON (SNS)—Dr Benjamin E. Mays, president of Morehouse College, Atlanta, Ga., complained to the Interstate Commerce Commission here Monday that he was refused dining car service in South Carolina.

4-18-45
In Dr. Mays' complaint he is said to have reported that a steward on a Southern Railway Company diner forcibly ejected him on October 7, 1944. He asked damages of \$2,500.

The complaint saying that Dr. Mays purchased a first class round-trip ticket to New York in Atlanta declared the railroad violated the interstate commerce act and the 14th amendment to the constitution in denying him "equal protection of the laws."

The railroad, the complaint added, claimed to act under South Carolina laws in refusing service a Negro within that state's borders.

40-1945

South Carolina

S.C.'s NAACP Prexy Chased At R. R. Depot

2-17-45
Sought To Protest Jim
Crow of 4 Women; Gets
Bum's Rush Via Cops

FLORENCE, S. C. (ANP)—New developments in a case involving four Negro women and J. J. Thomas, president of the NAACP branch here, are expected shortly, it was learned Wednesday.

During the holidays, railroad police for the Atlantic Coast line arrested and turned over to local authorities four Negro women en route to bury their mother in Florida, following a discussion on seating arrangements in a day coach. Local leaders, learning of the plight of the women, interviewed them and left to return later with the necessary bonds on a charge of disorderly conduct.

Upon their return, however, the women had arranged their own bail so the committee proceeded on to the union station where the conference continued. On the committee were Mr. Thomas and the Revs. A. W. Hill and J. C. Quarles.

Suddenly, three husky railroad detectives descended upon the conferring group inside the station and the leader ordered Thomas "off railroad property," brandishing his gun and a billy while the two associates stood menacingly. "I'll give you just two minutes to get out," the officer warned. Thomas left.

Leaders here say that the threat against Thomas probably came because a few months before, Thomas as president of the NAACP had aided another woman, similarly detained, in obtaining out of court settlement amounting to \$3,000. Details of what is being done in the current case were not mentioned.

The disturbance on the train allegedly arose over protest of the four women against the conductor and trainman occupying four seats in the jim crow coach, while many passengers were forced to stand.

S.C. Educator One of 41 Bus Victims

2-24-45
CHARLESTON, S.C.—(ANP) William Henry Grayson Jr., supervisor of colored schools here, and some forty other colored passengers on a city bus, were arrested Saturday night following an argument over fare between the driver and a colored passenger.

Mr. Grayson said that when they boarded bus No. 202 at King Street, the driver told the passen-

J. C. Almost Forgotten on Holiday Train Ride in Dixie

APRO-American

WASHINGTON

1-6-45

How jim crow was forgotten completely on an Atlantic Coast Line train jammed with holiday travelers out of Washington but was remembered in South Carolina, forcing a woman to lose her purse, was told last week by D. Burgess, Jr.

Victim of the loss was Mrs. Lucille W. Thomas of 1861 California Street, Northwest, who, while crossing between coaches, fell almost out of the train and lost her purse containing her ticket, money and other valuable papers.

Passenger Tells Story

According to Mr. Burgess, a passenger, who lives at 724 Fourth Street, Southeast, colored and white passengers were "all mixed up from Washington to near Dillon, S.C., and no one seemed to care." This was too good to last, he said he thought, then the blow fell.

Like a bolt from the blue came the conductor's command: "All colored people move to the coach down front." Nobody moved at first; the order was repeated, then the races began to separate, colored people making the long trek through the moving train.

Added to the difficulty of walking in the moving train was the task of crossing between coaches, the vestibules being open, many persons having difficulty keeping from falling.

ger that he had deposited only two pennies in the coin box instead of two nickels for himself and a woman companion.

The man paid the disputed fare under protest and seated himself in the rear of the bus while the driver abused him and used profanity. When another colored passenger asked if he heard the abuses, the man is alleged to have replied, "you tell that driver to go to hell."

Held at Bay

The driver halted the bus, pulled a pistol and started towards the man in the rear seat, but a white woman identified as a friend of the driver persuaded him not to shoot anyone.

Another white passenger drew a pistol and held it over the colored passengers who were taken to the police station charged with being disorderly.

Refused To Give Up His Seat

Pastor Goes To Jail Instead of Conference

MEMPHIS. — (ANP) — Rev. A. L. Turner, prominent minister and business man of Memphis, after being forced off his train at Shreveport, La., while enroute to Dallas to attend a C.M.E. conference, finally reached his destination short of both money and valuable time as the result of a pernicious jim-crow practice, it was learned this week.

The conductor on a Texas and Pacific passenger train had Rev. Turner arrested when the minister, observing that there was only standing room in the "colored coach," asked him to move to a rear coach assigned to white passengers. Apparently, resenting this request, the conductor called a police officer and had the minister taken from the train.

In Jail Two Nights

Rev. Turner remained in jail at Shreveport for two nights and a day, and was released only after a stern rebuke from the police court judge that "you must be trying to stir up some race trouble." The minister was fined \$17.50 and had to pay a lawyer \$15 as counsel fee.

In a statement, Rev. Turner, who for the past several years has pastored Grady's Chapel C. M. E. church here in Memphis, and also owner of the Afro-American studio on Beale St., asserted that he was traveling from Jackson, Miss., to Dallas by way of Shreveport when the incident occurred.

"After reaching Shreveport from Jackson, I was transferred to the Texas and Pacific on a transfer bus, and immediately boarded my train," Rev. Turner said. "The train was scheduled to leave at 11:55 p.m., and when I entered my car there was only one section of seats, and I sat down in one of the double seats. Shortly the conductor came through, and ordered me to move as these seats were for his use. 11-30-45"

Refused To Move

"I refused to move, stating that I had been traveling a long ways, attorney, was released only after and was tired. This seat is in a the police court judge rebuked colored coach anyway, and I don't him, saying, "You must be trying see any reason why I should not to stir up some race trouble." remain."

Rev. Turner added that it was then the conductor stated that he would have him ejected from the train.

"That's your privilege, but I'll have you reported upon reaching Dallas," the minister told the conductor.

"You won't arrive in Dallas on this train," reported the conductor, "because I am going to have you arrested."

There were a number of soldiers on the coach, nearly all of whom were asleep at the time, Rev. Turner reported. The conductor woke some of the soldiers, and told them to make room for him, (Turner) the minister added. 11-30-45

Missed Conference

Rev. Turner said that he left the section the conductor had reserved for himself, and when the officer arrived, he was seated with some other passengers. The officer, a railroad detective, took the minister to the jail at Shreveport, making him miss his conference. It was not until one of the church officials, Dr. F. L. Lewis, general secretary of the church extension department, put up a cash bond of \$100 that he was released . . . about 30 hours later, Rev. Turner asserted.

The incident occurred Wednesday, Nov. 9, Rev. Turner added. Three nights later when he continued his trip to Dallas, this same conductor was on the train, and occupying a section in the colored coach instead of the white, Rev. Turner said. 11-30-45

Cleric Forced Off Train and Jailed

MEMPHIS.—(ANP)—En route to attend a CME conference in Dallas, the Rev. A. L. Turner, pastor of Grady Chapel CME Church here, was forced off a Texas and Pacific train at Shreveport, La., it has been revealed. 12-1-45

Traveling from Jackson, Miss., the minister, who had transferred to the T. and P. train had asked permission to sit in the "white" coach, the "colored" one being overcrowded.

Evidently resenting the request, the conductor called a policeman and had the minister taken from the train.

Kept in jail two nights and a day, the Rev. Mr. Turner, who had to pay a \$17.50 fine and \$15 to an

Tennessee

Alberta Pryme, USO Unit Head, Defies Dixie Hate

(Exclusive to the AFRO)

NEW YORK — How a ticket agent in Houston, Texas, mistook her for white, sold her Pullman accommodations and then tried to cancel them, was related this week to the AFRO by Alberta Pryme, well known New York night club star, heading an all-colored USO show unit touring army camps in the Southwest.



Miss Pryme

A Latin type, Miss Pryme says she had no difficulty in purchasing the tickets from one agent when another came up and told him she was colored and would have to give back the tickets.

Wanted to See Group

After she refused, he then told her that she would have to bring the other people in as he wanted to see them. This she refused to do.

When they boarded the train the Pullman conductor went into the station and told the ticket agent he had made a mistake and would have to change the tickets.

Refusing to allow them to do this, Miss Pryme told them that she was manager of the group and they were traveling on government orders. "That means nothing down South," she says the agent replied. *Baltimore, Md.*

Told to Keep Doors Shut

She protested so strongly that the group was given two drawing rooms, but the entertainers were told to keep the doors closed as "white and colored people do not ride or sleep in the same car down here."

One white Southerner, according to Miss Pryme, grew furious and remarked: "So this is some of that New Deal stuff—riding with white folks."

Returning from South Pacific

Army Nurse Jim Crowed At Airfield and on Plane

P. D. Cunningham Corvix (pa)

ATLANTA (ANP)—The war has failed to dent Southern jimcrow traditions. That observation was made here recently by Lieut. Louise Miller, a Army nurse, who has three years of service to her credit in Australia and New Guinea. She came here from the 268th

Station Hospital in New Guinea to visit her sick father, Arthur L. Miller.

Lieutenant Miller was given air priority in Tuscon, Ariz., she said, but had her first wartime jimcrow experience ten hours later when she landed at Dallas, where she had a three-hour wait.

"I went to the Hull and Dobbs Coffee Shop for breakfast," she disclosed, "but I was told I could not be served unless I desired to eat in the back of the shop. I left the place unserved because I know that I could be lynched in the U.S. uniform as well as a man in overalls."

Five minutes after she boarded a Delta airlines plane there for this city, she had another brush with jim crow. She sat beside a white passenger but was moved by the stewardess, a Miss Donald. The officials of the plane were Capt. N. S. Topshe and E. E. Hughes, first officer.

"Our boys will not be willing to come back to the America we live in when victory is won," Lieutenant Miller said.

BOOKING RESERVATIONS FOR SOLDIERS
Black Dispatch Oklahoma City
Oklahoma City, Oklahoma

Oklahoma
Wait whole day
in filthy station.

"What they do in San Francisco and Oakland don't go here" announced the Rock Island ticket seller at Amarillo at 8:10 last Tuesday morning to a three wounded overseas Negro soldier, en route to Arkansas, according to a story told the Black Dispatch Thursday by Mrs. Bertrude Corbin, Richmond, California. 8-11-45

"I did not have a reservation, so I had no kick coming, when they did not allow me to sit on the Rocket, but everyone of those wounded soldiers did. They had been secured by the Red Cross and the porter during the long wait we had in Amarillo, said that there was enough space for all of the soldiers on the Rocket. Despite this fact the insulting rail representative refused to give these boys their reservations."

One elderly man, who is stationed at Milton, San Francisco, whose mother was dying, was also refused, although he had his reservation, in his hand. "That don't go here," was the laconic reply given to all the soldiers who spent the time from 8:10 in the morning until 3:00 o'clock fruitfully attempting to convince the ticket agent that wounded Negro soldiers should have speedy passage home.

The station where we had to wait was full of flies, no soap, toilet paper, paper cups and the heat was oppressive. I walked up to the window and purchased soap so that I could cleanse myself. We all had to make ourselves comfortable on the outside of the waiting room because it was so filthy," Mrs. Corbin said.

"I felt so sorry for a soldier who fought in the African campaign and later in France. His hand was crushed and he seemed to want to get home, but the stubborn, abominable Texas ticket seller continued to sell seat reservations on the Rocket

to white soldiers while ignoring the returned wounded of my race. Boys who had been fighting for a type of freedom, they were not allowed to enjoy in Texas," continued the California lady. 8-11-45

"You folk don't understand. Everything will be alright. Play the juke-box and calm yourself" was the advice of a native black who was hanging around the station, according to Mrs. Corbin. "He seemed to question statements made by the many passengers that better treatment is according to Negro passengers all over the nation and in many other sections of the South."

40-1945

Jim Crow on Spot in Texas

Special Correspondence

AUSTIN, Tex., June 12.—The Texas chapter of the NAACP (National Association for the Advancement of Colored People) has announced that it intends to try to enroll a Negro student in the University of Texas, and the Legislature has seen to it that they have 150 good applicants for that job.

Texas usually sends its Negro graduate students to universities out of Texas and the South by means of a scholarship and aid fund. This fund pays the difference in tuition and transportation. But this year the applicants for Summer school grants were so numerous that the committee which handles it asked the Legislature for an extra \$11,000. The Legislature refused, and 150 Negro teachers will not be able to attend Summer school. Incidentally, most of them are required to take graduate work in education.

Since this group of 150 has attempted to qualify for aid, and has been approved by the committee, the 150 teachers are the logical ones to be used in the NAACP attempt to force entry to the University of Texas.

The Legislature sought to show its good intentions toward Negroes by voting a bill without appropriations to change the name of Prairie View Normal and Industrial College to Prairie View University. This bill said that this university shall offer courses for Negroes equal to those offered in the University of Texas in law, medicine, journalism, pharmacy, and engineering. But it didn't provide a dime to carry out that requirement.

Prairie View's appropriation was increased, but no new professional courses were added.

The NAACP suit is expected to be filed as soon as Summer school starts at the University late this month.

Army Officers Balk at Texas Jim Crow, Get Away With It

BOSTON, Mass. — Lt. Russell C. Stokes of Medford, Mass., now stationed at Fort Devens, tells a story of how he and a brother officer refused to ride jim-crow in Dallas, Texas, and got away with it.

Not only that, but the Boston NAACP will undoubtedly back up the protests which the two officers have already made concerning the

incident to the Dallas Chamber of Commerce.

It happened like this: Lieutenants Stokes and James Bowen of Chicago had boarded an electric train at Dallas en route to the Ashburn General Hospital and had seated themselves quietly near the borderline of a jim-crow car in which there were at least five empty seats up front for the white folk.

Incidentally, Lieutenant Stokes was decorated for service in Italy with the 92nd Division.

"Get Back Where You B'long"

Along came the white conductor with a snarled command, "Get back where you belong!" (Lieutenant Bowen had seen service with the Army engineers in Germany.) "Where do we belong?" queried the be-ribboned tan Northern officers, holding their seats.

The conductor answered by turning on his heels and returning with 4 cops with brass knuckles. But the two officers, bitter but cool, simply reached up in the racks, hauled their baggage down and began to leave the train.

Their nonchalance made the conductor furious. He ran to block the exit, shouting to the cops, "Hit them over the head!" But they got off unharmed.

Lieutenant Stokes said here: "My brother didn't die for this kind of democracy in America. This isn't what I've been fighting for."

Army Nurse Relates Jim Crow Experiences

ATLANTA.—Lt. Louise Miller, an army nurse, observed that the war has failed to dent Southern Jim Crow traditions when she landed at Dallas, where she had a three-hour wait before continuing her trip here where she visited her sick father, Arthur L. Miller.

"I went to the Hill and Dobbs Coffee shop for breakfast," she disclosed. "but I was told I could not be served unless I desired to eat in the back of the shop. I left the place unserved because I know that I could be lynched in the U.

S. uniform as well as a man in overalls."

Jim Crowism on Plane

Five minutes after she boarded a Delta airlines plane there for this city, she had another brush with Jim Crow. She sat beside a white passenger but was moved by the stewardess, a Miss Donald. The officials of the plane were Capt. N. S. Topsy and B. E. Hughes, 1st

Texas

officer.

She wishes to bring the incidents to the attention of the Negro press and Negro leaders in order to stress that "discrimination is just as prevalent as it was when the war began."

"Our boys will not be willing to come back to the America we live in when victory is won," Lt. Miller said. She added that she will be stationed at Camp San Luis Obispo, Calif., and will appreciate the reaction of Negro leaders on the subject of fighting Jim Crow in the South.

Lt. Miller has three years of service to her credit in Australia and New Guinea. She came here from the 268th Station hospital in New Guinea.

Segregation on Streetcars

Editor of The Times-Dispatch:

Among the letters to the editor in the June 22 Times-Dispatch is one relating an incident on a streetcar, wherein a white man, sitting in the last seat on the car, shoved a colored girl to the floor when she sat down in the only vacant seat, next to him.

That anyone calling himself a man, and a white man at that, should act on such a master-race, Nazi-born principle is galling to any person, and is hideously embarrassing to another white person. But these things are being done every week, and since re-education and a few lessons in human behavior for both groups is impracticable, how about a real, honest-to-goodness segregation law instead of this vague, airy, "don't-you-sit-n-ot-to-me" mess? The colored people are in the minority. Very well. Mark off, on streetcars and on buses, the last one-third or one-fourth of the vehicle for this minority. Let them use only these seats, and, applying a single standard, let the white people use only the other seats, with no borrowing from either side if the allotted section is filled. If this law were strictly enforced on both groups, no such incident as was reported could occur.

What would be the proper procedure? How could a law of this sort be started? Could it be accomplished before a few bigoted white people and a few surly colored people arouse horrifying, destructive hate of one race for another? To my untutored feminine mind this seems sensible, and indisputably fair; therefore workable.

A READER.

Richmond.

Why Not Strict Segregation?

Editor of The Times-Dispatch:

May I use your voice of the People column to discuss segregation with E. R. Storrs?

What I want to ask him or her is just one simple question—why? Why is not a hard-and-fast segregation law sensible and fair? We do have a law, you know. Virginia is not yet ready to do without one, as was very plainly shown in the incident on a streetcar where a "democratic gentleman" shoved a colored girl off the seat. I believe that the colored people under this present system get a raw deal. Well, obviously we can't do without a law, and equally obviously, we can't manage with the one we have. A law providing definite sections on streetcars for both races would protect both races. Why isn't that fair? E. R. Storrs just says it is not; he does not offer an alternative. Why not give some constructive criticism or a suggestion,

rather than a flat and uncompromising "no"? 7-16-45

The segregation law as it now stands is not satisfactory. Nor would a lifting of all segregation laws be satisfactory. What would be practical then? Let's have more co-operation on finding a solution and less dogged disapproval.

A READER.

Richmond.

Compromise on Segregation

Editor of The Times-Dispatch:

The following compromise solution to the problem of continued segregation on the city's public carriers seems to me to have some merit: Richmond Times

Seat both races from the front, the colored on one side and the white on the other. When either side is filled, then let that most numerous race begin seating from the rear on the other side toward the front.

Advantages:

(1) Friction resulting from the colored people's shoving past standees to reach the rear would be avoided.

(2) While there would still be segregation, the stigma on the brown Americans of being forced always to sit in the rear would be removed.

(3) The amount of seating space allotted to each race would be at least as flexible as it is under the present system and more so, certainly, than it would be if there were specifically marked sections.

Disadvantages:

(1) Much confusion might result until people got used to the change. 7-11-45

(2) Opponents of segregation would not be satisfied.

(3) Some white people might object to being seated to the rear of the colored section; for, of course, most vehicles carry more white people than brown.

(4) Friction could easily arise—probably more than under the present system—if there are many of both races standing.

MRS. J. C. CLARKE, JR.

Richmond.

In Virginia, Not Utopia

Editor of The Times-Dispatch:

At last we have something to work from. E. R. Storrs has reappeared in the VOP with a few statements on the abolition of segregation, rash and distinctly belligerent though those statements be. Dispatch

I'll begin at the end of his letter. Is Virginia big enough to be Christian? At the risk of hearing every Virginian rise up in arms, I say no. Let me explain, hastily, what I mean. Virginia is made up of mere human beings, after all, like the rest of the

world, and the entire world has been spasmodically struggling towards Christianity for the past 1,945 years. Appalling, isn't it? But this fact proves better than anything else what a very slow process re-education is.

All of his references to the Bible, the Declaration of Independence and the Constitution of the United States are very fine and indisputable sentiments, but they are too idealistic for mere human nature actually to practice and to adhere to consistently. They are goals, aims, something to strive for. A system that will lessen friction between the two races is a step in the right direction, and I still believe that strict segregation is the obvious system until re-education makes all of us kind, tolerant, forgiving, generous Christian people. 7-17-45

Don't you see what will happen if there is no law? A colored person sits down beside a white person. There may or may not be any actual shoving, but I'll bet that the white person will immediately leave, muttering and scowling, and accumulating more and more bitter irritation, aggravation and the inclination to future slights and injuries. This feeling would soon lead to further physical violence by both parties. Now that example is not some far-fetched notion of my own. I've heard people talk. I do not set it down as what should be done, but can you look at people as a whole and say it won't happen? No, you cannot. We are not yet educated to "do unto others."

There is a paragraph in the VOP today (July 13), by J. W. Stroud which offers food for thought. "There are no Negroes on earth that are as well fed, housed, clothed, churched, educated and respected" as American Negroes. This is probably true, don't you think? It is a gentle reminder that there are no ghettos, no concentration camps and no mass murders here—only a very mild segregation law.

Because we are partially educated to be Christians, the individual inclination is towards protection rather than exploitation of the race; however, belligerency and self-pity do not foster that inclination in any way. We are discussing the situation as it exists here in Virginia, not in Utopia, in the hope that a practicable solution will result. We ought to be able to think with our heads, and leave out our emotions long enough to accomplish something worth while. A READER,

Richmond.

Two Segregation Incidents

Editor of The Times-Dispatch:

I'm quite sure W. C. Smith's letter in the Voice of the People struck an answering chord in the hearts of all the colored people and some of the white. More power to him, and I only wish there were thousands like him, and not ashamed to speak up.

Just to give a personal incident to prove how unnecessarily we are humiliated and embarrassed: A young friend from New York was visiting the South for the first time and was my house guest. I tried to explain the segregation law to her, before boarding a streetcar, but, being ashamed to admit all of the degrading circumstances, I'm afraid I wasn't very explicit. The car was crowded, and we had to stand, pressed tightly against the whites. Soon someone vacated half a seat in the rear of the car, but the other half was occupied by a white woman. My friend said, "Oh, here is one seat," and sat down.

Imagine my embarrassment when the white woman moved to the center of the seat so suddenly she almost pushed my friend to the floor, then said with all the venom in her voice she could command, "You know you are not allowed to sit beside me."

Our jolly sight-seeing trip was spoiled. My friend couldn't keep back her tears. Turning accusingly to me, she asked, "Didn't you say colored were allowed to occupy the rear seats?" Again I had to try to explain. Her answer was, "I never want to come South again." 7-18-45

A few weeks after that, on a crowded car, I was sitting alone on the extreme rear seat, when a white woman asked me to move over and let her sit beside me. I complied; but in my heart I wondered why she was not contaminated by sitting next to me in the rear, but if I had tried to sit next to her in the front seat, she probably would have called the motor-man and had me arrested for disorderly conduct.

We all know there are unclean, undesirable, perhaps drunken members in every race, and they are disagreeable to sit beside. They are the exceptions, not the rule. LEONE H. HOLMES.

Richmond, 7-18-45

Woman Arrested For Sitting In 8-4-45

Jim Crow Section

Brooklyn Tribune

Washington (Calvin's News Service) 8-4-45

refusing to comply with a Virginia bus driver's den and that she move out of a jim crow section to the front of the bus. Mrs. Sara Exener, wife of an army lieutenant was arrested and charged with disorderly conduct. Now free on \$100 bail, Mrs. Exener showed bruises on her arm which her attorney says resulted from the incident. In the Alexandria Police Court when Mrs. Exener appeared, it was said that this was the first time a white person had ever been arrested for sitting in a space reserved for Negroes.

Jim Crow In Reverse : White Woman Is Fined

WASHINGTON, D. C., (ANP)—A white woman is free on \$100 bond here after being manhandled for refusing to vacate a bus seat reserved for Negro passengers.

Mrs. Sara Exner, 22, wife of an Army lieutenant, put up her bond in Alexandria Police Court on a disorderly conduct charge and exhibited bruises on her arms which her attorney charged resulted from the rough handling of a Virginia bus driver who demanded that she move out of the jim crow seats in the rear of the bus to the front.

Mrs. Exner's arrest marks the first time a white person has ever been arrested here for sitting in space reserved for Negroes. Local residents called it jimcrow in reverse.

WHITE WOMAN VICTIM OF JIMCROW ST. Louis Argos

Because she refused to vacate her seat in a crowded bus, Mrs. Sarah Exner, 22, (white) and wife of an army officer, was manhandled by a "bully" bus driver and jailed by a policeman of Alexandria, Va. She was forced to give bond and hire a lawyer to defend herself. (Missouri)

Interest centers around this case because this is the first case on record where a white person has been arrested in Alexandria, which is a suburb of Washington, D. C., for violation of the jimcrow laws of Virginia.

Of course, we are glad that this white woman was arrested in this case because her arrest will help to focus attention of the public to the injustice as well as the folly of jimcrow laws, wherever they are operated.

It will be remembered that racial discrimination was conceived in iniquity, born in the spirit of Fascism and is nurtured in the spirit of Adolph Hitler. Only those who are blind and stupid cannot see that jimcrow laws, not only rob the Negroes of their rights as citizens, but forbid white people from exercising their rights as free American citizens; to move and have the right of choice in matters purely personal. It is certainly an abridgment of the individual's right to say: "You cannot sit here", or "You cannot sit there" because of the accident of birth.

We understand that Mrs. Exner claims that she is the victim of a vicious, unlawful system which she intends to fight. She has our prayers and good wishes.

Tan Vets Jim-Crowed on McGuire Hospital Bus

RICHMOND — Because of the war must make his way through the crowd in the aisles as best he can and, practically exhausted, take his seat in the rear of the hospital, are segregated on of the vehicle, while hale white busses owned by the Federal Government operating between Richmond and the hospital, it was revealed last week.

Although no signs are posted in most of the busses, drivers order that although the busses are all colored persons, veterans or civilians, to take seats in the rear, a herculean task for them, according to some veterans who have lost two or more limbs.

A veteran who lost both legs in State law in seating passengers.

Furthermore, he added, colored passengers are forced to accept jim crow in boarding the bus at the hospital (Federal property) in order to obviate the necessity of stopping the bus and reseating passengers upon reaching the highway a short distance from the hospital.

Anti-Bias Clause Lacking

Asked if there was not a non-discriminatory clause in the hospital's contract with the bus company forbidding it to practice discrimination in the seating of passengers, the official said he knew of no such clause and expressed doubt that it was included in the contract.

Told that another local line transports passengers indiscriminately, he stated that the other line in all probability handles only military personnel, adding that the busses to McGuire transport civilian visitors as well as military men stationed at the hospital.

Hospital officials were informed that their explanation of the situation was appreciated thoroughly, but that Maj. Gen. Philip Hayes, commanding general of the Third Service Command, would be asked to issue a ruling on the matter.

Army Rejects Blame

At Baltimore, Gen. Thomas B. Capron, chief of staff for General Hayes, stated that as far as the Army is concerned, there is no discrimination.

The bus operates only three or four hundred yards on Federal property and after that is subject to the laws of Virginia, he said.

He verified the fact that the busses were owned by the Federal Government and operated by a private concern.

Va. Jim Crow Daily World Travel Law To Atlanta, Ga. Supreme Court

12-2-45
Appeal Allowed
By Chief Justice
Harlan F. Stone

WASHINGTON, D. C. — At last a clear case to test the Jim Crow travel laws of southern states which segregate interstate passengers on interstate carriers is before the United States Supreme Court.

Chief Justice Harlan F. Stone on Nov. 19 signed an order allowing the appeal of Irene Morgan from the judgment of the Supreme Court of Virginia affirming her conviction of violation of the Jim Crow transportation statute of Vir-

ginia. The case came up on direct appeal instead of petition for writ of certiorari because the appeal challenged the constitutionality of the statute in Virginia.

Irene Morgan, on July 16, 1944 was a passenger on a Greyhound bus from Closter county, Virginia, to Baltimore, Md. When the bus arrived in Saluda, Va., the defendant was requested to move back to the rear of the bus. She was arrested and charged with violation of the Virginia statute requiring segregation of passengers, and on Oct. 18, 1944 was convicted and fined \$10.

WRIT OF ERROR

Her case was promptly appealed to the Supreme Court of Virginia on a writ of error, and on June 6, 1945, her conviction was affirmed by that court which held that the Virginia statute was constitutional and applied to interstate as well as local passengers. A motion for rehearing was promptly filed and was denied by the Supreme Court in September, 1945.

The United States Supreme Court, in the case of HALL VS DE CUIR, in 1877, held that the local statute in Louisiana prohibiting segregation of passengers did not apply to interstate passengers. The only other cases to reach the highest court since that time have been cases on the question of the equality of provisions for segregation of passengers. The Irene Morgan case is the first which clearly challenges the validity of segregation statutes as applied to passengers in interstate commerce and on interstate carriers.

NAACP lawyers representing Miss Morgan are Judge William H. Hastie, chairman of the national legal committee, Leon A. Ransom and Spottswood W. Robinson, III, members of the national legal committee, and Thurgood Marshall, N. A. A. C. P. Special Counsel. The case has the full cooperation of both the State Conference of Branches of Virginia and the national office of the NAACP.

Woman Sues Greyhound Bus After Fine on Jim Crow Charge

The PM New York, New York
9-27-44
Special Correspondence

BOSTON, Sept. 27.—Suit for \$250,000 has been brought in the Suffolk County Court against the Atlantic Greyhound Corp. by a Negro woman who says that one of the company's bus drivers in Virginia refused her a seat in the Jim Crow section even though there were empty seats and that she was falsely arrested as a result of his malicious disorderly conduct charge.

The plaintiff, Lillian L. Harris, was on a visit to relatives on July 1, 1944, and was about to board the bus in Richmond, Va., for Powhatan, Va.

Her bill alleges she was refused permission to board the bus, even though there was plenty of room in the "segregated section maintained for colored people," and that, when she did board it against the driver's objection, she was forcibly removed. She was then arrested "without justification and on false charges and falsely imprisoned."

Mrs. Harris also says she was charged with attempting to harm the arresting police officer, and that the defendant "aided in procuring the judge in Richmond to find her guilty."

When she appealed a \$10 fine, she says, the charge was *not* proessed by the district attorney.

FILES \$250,000 JIM CROW SUIT AGAINST GREYHOUND

The Plaindealer Kansas City, Kansas
10-5-45
Boston. (ANP)—Miss Lillian L. Harris filed a \$250,000 suit here last week against the Atlantic Greyhound corporation alleging racial discrimination.

Her petition charges that one of the company's bus drivers refused her a seat in the jim crow section of the bus in Virginia, even though there was plenty of room in the "segregated section" reserved for colored passengers. When she boarded it against the driver's objection, she was forcibly removed.

She was arrested "without justification on false charges and was falsely imprisoned," she points out. An additional charge contained in the petition is that she was

attempting to harm the arresting police officer. She accuses the defendant of aiding in "procuring the judge in Richmond to find her guilty."

Mrs. Harris was fined \$10. When the fine was appealed, the charge was *nolle prossed* by the district attorney. She was en route to visit in Powhatan, Va., on July 1, 1944, when the incident occurred.

Porters' Official "Yanked"

From Parlor Car in Va.

T. T. Patterson, eastern zone supervisor of the Brotherhood of Sleeping Car Porters, was recently taken off the train at Charlottesville, Va., and put in jail because he refused to give up his parlor car seat and go into the jim crow car, A. Philip Randolph, international president of the organization, announced this week.

Mr. Patterson had bought a ticket in New York to Atlanta, with parlor car accommodations, and when he got into Virginia, the conductor demanded that he move his seat and go into the jim crow car in compliance with Virginia law. Mr. Patterson refused to move.

Upon arriving at Charlottesville, the conductor had Mr. Patterson removed from the train by police, after offering him an opportunity to proceed on his trip if he would consent to go into the jim crow car.

Fine Reduced to \$5

After Mr. Patterson's repeated refusal, he was put into the city jail and arraigned before court on March 20. He was fined \$100 for disorderly conduct, but the judge upon hearing the traveler's statement reduced the fine to \$5.

Mr. Patterson paid the fine and upon being released, resumed his trip to Atlanta, from which point he called Mr. Randolph. The latter has indicated that the brotherhood will take the necessary legal actions to redress the outrage of one of their officials.

FIVE JIM CROW TRAVEL CASES ON APPEAL IN VIRGINIA: MAY CRUSH DIXIE SEGREGATION LAW

Interstate Passengers Forced Off Bus and Fined For Occupying "White" Seats

MUST WAIT UNTIL ALL WHITES ARE SEATED

RICHMOND, Va.—(ANP)—Appeals in five jim crow cases were granted by the Virginia Supreme court here last week.

The action was viewed as the groundwork for what may be history-making decisions on the constitutionality of jim crow laws in the South. Four of the cases are the outgrowth of a single incident which occurred on a bus of the

Washington - Virginia - Maryland coach company in Fairfax county on May 14, 1944. The fifth was separate from the four and concerns an incident on a Greyhound bus in Middlesex on July 16, 1944.

Principals in the first four cases include Mesdames Marianne Musgrave, Erma D. McLomere, B. Ruth Powell and Angela L. Jones. They boarded the WVM bus in Fairfax county for transportation to Washington, D. C. The women took seats in front of the bus, three of them occupied seats directly behind the driver's seat.

The bus driver, Mitchell B. Lee, requested them to move to the rear of the bus, but received no reply. He is said to have repeated his request and then pointed out the state law that requires "colored passengers will seat from the rear and white passengers from the front." One of the women replied that they did not

have to move because the bus was interstate commerce, and they believed they could sit wherever they desired.

Lee called police who arrested the four women. They were charged with violating Sec. 4097dd of the state code and each was fined \$5 in the circuit court of Fairfax county. The sole contention of the women's counsel is that the statute cannot constitutionally apply to persons in interstate commerce, and that discrimination in seating arrangements is a violation of uniformity in interstate commerce assured by the constitution. The Virginia statute, according to their counsel, applies to persons who travel within the state.

Mrs. Irene Morgan, the principal in the fifth case, was fined \$10 on a warrant charging her with the same violation alleged in the Fairfax county cases. The supreme court granted a writ of error in her case.

Mrs. Morgan was arrested on a Greyhound bus traveling from Gloucester county to Baltimore. She was at the time sitting in a seat ahead of the long seat in the extreme rear of the bus. There is some conflict in the testimony in this case as to whether any seats were vacant behind her and the contention is made that the bus driver instructed her to give her seat to a white passenger on the grounds that "Negro passengers would be seated only after all white passengers had obtained seats."

Maryland Senate Votes Against Jim Crow Cars

WASHINGTON, D. C.—(NPA)—A bill called the "Jim Crow" bill, but abolishing segregation on common carriers in the state of Maryland, was passed by the State Senate this week by a vote of 20 to 9. The law in Maryland now requires common carriers to segregate and colored passengers in intrastate traffic.

The measure now goes to the House, where, it is understood, it will encounter considerable opposition. There is some fear it may be pigeon-holed in committee, which has been the fate of similar bills during the last 40 years.

Segregation of Passengers

I am very much in agreement with the letter, "Segregation on Streetcars" in your paper on June 25. I do hate to see the colored people mistreated or taken advantage of, but I hate very much to see them take advantage of white people, which of late has been in the majority. I ride on the Ginter Park car almost every day, and I see white people get up and move to the front as the car begins to fill up, but seldom do I see the colored people move back to make room for us. I see no reason why a definite line couldn't and shouldn't be made, and enforced. A survey could be made to determine the proportion of colored seats on different bus and car lines, as some lines have a greater percentage of colored patrons. Why can't this be investigated?

ANOTHER READER.
Richmond.

Against Segregation

Editor of The Times-Dispatch: The undersigned white man believes that in the interest of public policy the segregation law, insofar as it applies to public transportation in Richmond, should be immediately repealed.

When the Supreme Court recently affirmed the constitutionality of the act, it specified that equal accommodations for both races be provided. To say that this is done, or that it is even possible, is preposterous. There are absolutely no specific accommodations for Negroes on streetcars or buses; they must take what is left, or what is accorded them by white passengers, and almost every day the rule regarding white passengers filling the cars from the front is being violated. To force a Negro to the rear of conveyances

when the aisles are choked with white standees is a constant source of irritation to both races. Just recently I saw a neatly dressed Negro woman forced to leave a bus because it was impossible for her to force her way to the rear. She had paid her fare and it was obligatory on the driver to make it possible for her to go to the rear or else let her remain. But she was roughly ordered to leave and did so obediently.

The writer has ridden probably 10,000 miles on conveyances in Washington, Baltimore and Philadelphia, with no segregation, and the incidence of unpleasant occurrences is negligible.

Are we deliberately going to goad a patient and docile race into desperate measures by applying an unenforceable and unenforced (so far as the white man is concerned) law? Wisdom would seem to indicate a removal of the cause of friction which is now mounting to dangerous heights.

W. C. SMITH.

Jim Crow Seating Reacts Other Way

WASHINGTON—(ANP)—A white woman is free on a \$100 bond here after being manhandled for refusing to vacate a bus seat reserved for Negroes.

Mrs. Sara Exner, 22, wife of an army lieutenant, put up her bond in Alexandria Police court on a disorderly conduct charge and exhibited bruises on her arms which her attorney charged resulted from the rough handling of a Virginia bus driver who demanded that she move out of the jim crow seats in the rear of the bus to the front.

Mrs. Exner's arrest marks the first time a white person has ever been arrested here for sitting in space reserved for Negroes. Local residents called it jim crow in reverse.

Forced From Jimcrow Train-- N.Y. Amsterdam News Brotherhood Officer To Sue

The latest victim of southern railroad jim-crow is Thomas T. Patterson, eastern zone supervisor and claims adjuster of the Brotherhood of Sleeping Car Porters, who, according to Ashley L. Totten, international secretary-treasurer of the Brotherhood, was forcibly removed from his seat in a parlor car of a train and later jailed at Charlottesville, Va., last Tuesday night.

According to Mr. Totten's story, Mr. Patterson bought a ticket in New York for travel to Atlanta, Ga., with parlor car seat accommodations. He ran into some difficulty in Washington, but this first phase was soon overcome. In Virginia, however, Jim Crow gained complete control of the situation. The conductor demanded that he leave the parlor car and get into a Jim Crow coach. This he refused to do, because he was traveling with a first-class, round-trip ticket which was subject to interstate traffic regulations.

Forced From Train

Upon his arrival at Charlottesville local police removed Mr. Patterson from his seat at the request of the conductor. He was later locked up in jail and booked on a disorderly conduct charge. In court the following morning, Mr. Patterson was fined \$10, which was reduced by the judge after hearing the defendant's side of the story.

A long-distance telephone call to Mr. Totten's home last Wednesday morning about 4:30 o'clock told the story of the forcible ejection of Mr. Patterson and asked for additional money with which to fight the case in the courts of Virginia as all his belongings and money had been taken from him by the police. Totten said he wired the necessary funds and got to work immediately.

That the case is headed for the courts to redress the humiliation meted out to Mr. Patterson and violation of interstate traffic regulations, is the next step of the Brotherhood of Sleeping Car Porters, Mr. Totten declared.

VIRGINIA CONFUSION

Pittsburgh Courier
By HORACE R. CAYTON

(The views expressed in this column are those of the writer and do not necessarily express the editorial opinion of The Pittsburgh Courier.—The Editors.)

THE law is the true embodiment of everything that's excellent. It has no kind of fault nor flaw; and the Virginia State Supreme Court embodies the law. Or at least, it tries to. Anyway, it kicked it around—that is, the law—in a recent segregation case.

This isn't a new story. We came across it in an old newspaper which was spread across our freshly scrubbed kitchen floor. The quaint habit of laying newspapers over scrubbed floors is one that has always intrigued us. We can seldom eat our dinner without glancing down and finding some interesting tidbit of news that we've missed. Usually, we end up on our hands and knees trying to read it there, rather than incur the wrath of our housekeeper. That's how we made the acquaintance of Miss Irene Morgan of Baltimore, and became aware of the difficulties she had been causing the Virginia Supreme Court.



Mr. Cayton

MISS MORGAN, it seems, was riding through Virginia in a bus, and, as she was an inter-State passenger, decided she would not be jim-crowed. She had been sitting up front and was requested to move to the long seat in the rear to make room for white passengers who were standing up to avoid sitting next to her. After her refusal, the bus stopped at the little feudal town of Saluda, and Miss Morgan was arrested. The State contended that it has a perfect right to exercise its police power in enforcing racial segregation, whether a bus passenger was inter or intra-State. Miss Morgan's attorney based his case on the fact that she was an inter-State passenger, and that to jim-crow her was a violation of the Constitution, a position that has been upheld by the highest court.

SO FAR, so good, and it looked just like any other case which would be settled by adopting the principle of non-segregation of inter-State passengers. But then the Virginia Supreme Court got a little practical, one might even say technical, about just how all this was to be accomplished in a bus. There's where the difficulty began. The court stated in its learned, but to us somewhat technical language, that the difference between intra and inter-State passengers would

lead to a most chaotic situation. "For an inter-State white passenger," elaborated the court, "could occupy the rear seat with an intra-State colored passenger, and an inter-State colored passenger could occupy a front seat with an intra-State white passenger." This was a little confusing to us, and we assume to the court, and probably to Miss Morgan and her attorney. But the eminent jurists were not satisfied to let the matter stand at that. Having delivered themselves of this obviously confusing observation, the court then made what seemed to us to be quite an understatement of the results. "This," it said, "would lead to confusion and disorder, and, in effect, allow the inter-State colored and white passengers to have the run of the entire bus, while confining the intra-State colored and white passengers to the front and rear of the bus, respectively." Goodness! We are sure Miss Morgan didn't intend getting the Virginia State Court into all this.

AS A MATTER of fact, it appears to us that if it were not for this decision an entirely new method of segregation, based on intra and inter-State passengers, might develop and supplant the old method of segregation on the basis of color. Passengers would then have to have marks of identification, perhaps even passports, when passing through Texas, to indicate whether they were going to travel just a short distance within the State, or whether they were actually going to cross a State border. Or maybe they could set up four sections in the bus—say, have signs for inter-State colored passengers, inter-State white passengers, intra-State white passengers, and intra-State colored passengers. It would be a little troublesome, but would keep the passengers from running back and forth in the bus, and keep white passengers from standing up rather than sitting next to a Negro passenger. But perhaps a white person wouldn't mind sitting next to an inter-State Negro passenger, if he were so labeled. It's awfully confusing, and we feel that the court went to the core of the problem when it finally observed that the result of this "would be that the segregation act in its entirety would effectively be disrupted."

News Item on Kitchen
Floor About Virginia
Segregation Puzzling to Cayton

AFTER GIVING this case what serious thought we're capable of at the moment—and we're neither lawyers nor Virginians—our advice to the Virginia State Court would be to drop the entire matter. It would save a lot of trouble, and probably please Miss Morgan just to let colored and white passengers sit wherever they can find a vacant seat.

Jim Crow Case Washington Post Tops Virginia Court Docket

Richmond, Va., March 27 (AP).—

The longest docket of appeals cases in several years will face the Virginia Supreme Court of Appeals when it returns to Richmond April 16.

Ranking among the first in public interest among the 30 cases set for hearing will be argument in five cases testing the constitutionality of "Jim Crow" laws as they apply to interstate commerce. Appellants are a group of Negro women, four of whom were fined \$5 and costs for violation of the segregation statute when they refused to move to the rear of a bus traveling across Fairfax County en route to Washington. They contend that discrimination of any kind is contrary to the commerce clause of the Constitution.

Interest will also focus on a rehearing in the much publicized case "Smith vs. Coleman" involving the validity of several million dollars worth of life insurance in Virginia which has been made payable to such beneficiaries as schools, colleges, churches, religious associations, friends, fiancées and relatives of remote degree. The Supreme Court held that beneficiaries must have "an insurable interest" in the life of the insured.

The petition for a writ of mandamus brought by I. R. Dovel against Judge H. W. Bertram of the Circuit Court of Page County also will be argued. Dovel, State chairman of the Republican Party, is seeking to have a Republican appointed to the county electoral board, since the Republican party had the greatest number of votes in the November general election. Attorney General Staples contends in an answer to the Dovel petition that an act of the 1944 general assembly providing for the appointment of a majority of the members of an electoral board according to results in gubernatorial elections is not in conflict with the constitution and should be upheld.

Virginia Bus Line Sued For \$30,000

WASHINGTON, D. C.—Charging that Samuel Seltzer and Mrs. Mary E. Gross, both prominent citizens of Washington, D. C., were forced off a bus at Remington, Va., in an unprecedented act to give their seats to white passengers, counsel for the plaintiffs filed suits here last week for damages in the amount of \$15,000 each.

The suits were filed in the United States District Court by Attorney Perry W. Howard of the firm of Cobb, Howard & Hayes, Washington, D. C., attorneys. The petition charged that by reason of the action a graduate of E. E. Smith school, is against the two plaintiffs they were humiliated, degraded and embarrassed in a most brutal manner that would rival Naziism in Germany.